



The Race Across Europe Rules, Regulations and Information 2015

Welcome to the Race Across Europe (RACE) 2015. This is the first time that this event will have been run and it is the first ultra-cycling event of this length in Europe.

The RACE takes its pedigree from the established and very well-run Race Across America (RAAM), who we have to thank for their vision and hard work over the last 30 + years in creating one of the world's most extraordinary and life-affirming challenges. We must also thank the RAAM for creating a very thorough set of tried and tested rules and regulations which form the backbone of how to run safe ultra-cycling events. The RACE rules have for the most part been taken from the RAAM version, which we would like to credit them for.

There are several differences between the RACE & RAAM however:

- We cross 7 countries – France, Germany, Austria, Slovenia, Italy, Spain & Gibraltar (UK).
- We use the Spot 3 satellite tracking device so all teams' progress can be monitored. This creates changes in the way timing stations work and the exchange system.
- The length of time allowed to finish the course is longer than the RAAM.
- The amount of climbing is greater due to crossing the Alps and Pyrenees.
- The RACE has fewer checkpoints and all are unmanned.

To undertake an ultra-cycling challenge of this length and complexity is a major task whether as a solo cyclist or as part of a team. The rewards though for completing it are enormous and as proven on the RAAM and other endurance events around the world stand testament to the strength, endurance and spirit of the human character and its ability to overcome physical and mental fatigue in order to achieve extraordinary feats.

The following document includes many helpful pieces of information. No doubt there will be additions and updates as we get closer to the event and improvements to be made afterwards. Please bear with us on the inaugural RACE as we find our feet and do our best to run a safe and successful event for everyone involved.

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I. Type of event

- It is important that all potential participants of the Race Across Europe are very clear about the type of event that they will be entering, how it operates and what their responsibilities and liabilities are before going ahead with registration. The contents of this document make your responsibilities and role clear. Please make sure you are 100% clear about this before taking on this challenge.
- The event is a long distance ultra cycling challenge over 3,000 miles (approx) and through 7 countries within the European Union.
- The Alps have to be crossed twice and the Pyrenees once. The overall elevation is considerable and not for the unfit or feint hearted.

- You will have to travel through whatever the weather throws at you and be prepared to use your initiative to overcome changes to the route from road works, accidents and acts of God.
- The event is run on open roads so you must be prepared to cycle amongst traffic, which will be heavy at times. Route finding is a key part of reaching the finish successfully.
- The event is a non-stop race, which means you and your team will be required to continue cycling and driving through the night. We expect you to rest and sleep when needed and not to endanger yourselves or anyone else.
- Any team that enters has to organise and pay for all their own support.
- All teams must source all their own cyclists and support crew. Team work is vital.
- Everyone is responsible for organising their own return home from the finish.
- All teams are completely autonomous and liable for their own actions.
- This event requires dedication and enthusiasm to succeed, not only in the taking part, but also in the planning and organisation on the lead up to it.

2. The organisers & hierarchy

The owners and organisers of the Race Across Europe (RACE) are Greenrock Limited.

3. Registration – payment, deadlines, refunds and rollovers

There is a £250 registration fee, which is non-refundable under any circumstances. The registration fee is a per person amount.

Pricing

- Solo £1,050
- Pair £1,800 (ie £900 per person)
- 4-person team £3,400 (ie £850 per person)
- 6-person team £4,800 (ie £800 per person)
- 8-person team £6,000 (ie £750 per person)

The balance of payment must be made at least 6 weeks before the RACE 2015 starts, ie by Monday 13th July 2015.

Therefore, a solo rider entering the RACE needs to pay £250 on registering and the remaining balance of £800 by Monday 13th July 2015.

An 8 person team needs to pay a registration fee of £2,000 (8 x £250) and the remaining balance of £4,000 by Monday 13th July 2015.

Refunds

- Deposits are non-refundable under any circumstances.
- Up to 6 months prior to the event start 100% refund (minus deposit)
- Up to 4 months prior to the event start 75% refund (minus deposit)
- Up to 3 months prior to the event start 50% refund (minus deposit)
- Up to 2 months prior to the event start 25% refund (minus deposit)
- Up to 1 months prior to the event start 0% refund (minus deposit)

Rollovers - Entries maybe rolled over to the following year if a good reason can be provided. Any decision is at the organiser's discretion. If you do not race and do not contact the organisers with reasons for not taking part your entry fee will be forfeited.

4. What is included, what is not and awards

What is Included

- Full RACE directions and route maps in hard copy and GPS formats
- One Spot 3 satellite tracking system per team for the duration of the event
- Official RACE merchandise at special entrants price available through the website later in the year
- On the course vehicle (could be a car or motorbike) while you are en-route
- Team merchandise - T-shirts for racers, caps, car decals and stickers
- Constant communication with Greenrock's HQ in Gibraltar during The RACE
- Ongoing support and advice about equipment and vehicle hire
- Any agreed discounted rates with vehicle hire companies and other key suppliers

What is not included

- Accommodation
- Fuel
- Personal, medical and motor insurance
 - 1. • Daily meals
 - 2. • Bikes
 - 3. • Support crew and vehicles

Everything else...

Awards

Over and above the items in the 'what is included' list racers will be given:

- A framed starter certificate with photo
- Finisher's medal, finisher's T-shirt and finish line photographs
- There will be trophies for those that win their category based on the team size, gender, age and type of bicycle

5. Race categories

There are many ways to take part in the RACE and various categories to compete in as follows:

- Solo
- 2 person team
- 4 person team
- 6 person team
- 8 person team

Gender

- Men
- Women
- Mixed

Age

- 18 to 29
- 30 to 39
- 40 to 49
- 50 to 59
- 60 to 69
- 70 and over

Teams – an average will be taken of all the ages to find the correct group.

Entrants over the age of 70 will require a doctor's letter in support of their ability to take part in this event.

Cyclists under 18 years of age cannot enter.

Bike Types

- Upright single seat bike
- Tandem
- Recumbent

Teams must compete on the same type of bike

6. Fitness

The RACE is a very tough test of physical endurance and mental stamina. Due to this all Racers must be in peak physical condition and have invested themselves in a suitable and thorough training program culminating in leading up to the start of the RACE.

It is solely down to the Racers to make sure that they are fit enough. In short, if you are not fit both physically and mentally you will not finish.

7. Timings – official time and the start/finish

- Central European Summer Time (CEST) will be used as the official RACE timeframe.
- The cut off for finishers in Gibraltar is 1700 GMT on Thursday 10th September 2015.

Your start time for the RACE depends on the category you have entered. Below are the dates and times when you will need to appear in Calais to attend mandatory scrutineering and registration before you start.

You will be given the exact location and details of the start well before the event.

- Sunday 23 August – Solo women and solo men over 60 scrutineering
- Monday 24 August – Solo women and solo men over 60 registration
- Tuesday 25 August – Solo women and men over 60 start the RACE (16 days to finish)
- Monday 24 August – Solo men under 60 scrutineering
- Tuesday 25 August – Solo men under 60 registration
- Wednesday 26 August – Solo men under 60 start the RACE (15 days to finish)

- Wednesday 26 August – Pairs scrutineering
- Thursday 27 August – Pairs registration
- Friday 28 August – Pairs start the RACE (13 days to finish)
- Thursday 27 August – 4 person teams scrutineering
- Friday 28 August – 4 person teams registration
- Saturday 29 August – 4 person teams start the RACE (12 days to finish)
- Friday 28 August – 6 and 8 person teams scrutineering
- Saturday 29 August – 6 and 8 person teams registration
- Sunday 30 September – 6 and 8 person teams start the RACE (11 days to finish)
- Thursday 10 September 2015 – official FINISH of the RACE in Gibraltar!

It is critical that you build these dates and sufficient time into your plans so that you do not miss scrutineering and registration. If you do miss these you will not be allowed to start the RACE.

8. Proof of age

Every Racer must provide proof of age by one of the following methods:

- Passport
- Birth certificate
- Driving licence

This must be scanned and emailed to info@greenrock.co.uk

9. Biography and photos

All Racers are required to supply the organisers with:

- A biography about the individual Racer and the team. Please include the support crew in this. The information will be posted on the RACE website and the organisers reserve the right to distribute its contents to the media.
- 1 photograph of the individual racer, team and support crew. We appreciate this may take some time for teams to organise.

The organisers also reserve the right to distribute these photographs supplied to us to the media.

- All information must be sent by email to info@greenrock.co.uk

10. Insurance

- All participants (Racers & Support Crew) in every team entering the RACE must carry appropriate personal, medical, travel and breakdown insurance for this event and the countries which the RACE travels through for the duration.
- The organisers require proof of the policies above for everyone taking part in the RACE whether as a Racer or Support Crew, this includes insurance details for all vehicles.
- These must be sent by email to - info@greenrock.co.uk - by the 14th August.

11. Liability waivers

- As with events of this nature all Racers will be supplied with release waivers which must be signed and returned to the organisers by the 1st August.

- These will be placed on the RACE website as PDFs in April (check timetable).
- All members of the Support Crews will also have to sign release waivers at registration in Calais.
- Failure to sign the waiver will result in disqualification.

12. Changes to team members

- You are able to change Racers up until 14th August.
- Should there be any changes please inform the organisers as quickly as possible with full details of the new Racer, proof of age, insurance details, a biography and photograph.
- We will do our best to make sure they are included in all information depending on how late in the day we receive details.
- Support Crew changes can be updated at registration in Calais.

13. Medical questionnaire

We require all Racers to complete our standard medical questionnaire which you will be emailed. Details can be found in the following check timetable.

14. Summary of information to be returned to the RACE organisers

Form	Where is it	Returned to	By
Registration	RACE website	info@greenrock.co.uk	Immediately on signing up
Medical (racers only)	RACE website	info@greenrock.co.uk	1 st August 2015
Waiver	RACE website	info@greenrock.co.uk	1 st August 2015
Proof of age		info@greenrock.co.uk	Within 2 weeks of registration
Biography		info@greenrock.co.uk	Within 2 weeks of registration
Photographs		info@greenrock.co.uk	Within 2 weeks of registration
Insurance details		info@greenrock.co.uk	14 th August 2015

15. Further information from the RACE organisers

Summary of information you will receive before the start of the RACE

Document	By	Method
Draft route	Available now	On the website
Rule book	Available now	Via email and the website
Media pack	Available now	Via email
Medical questionnaire	Available now	Via email

Liability waivers	Mid April	Via email and the website
Registration folder & kit check lists	Mid April	Via email and the website
General information – start/ finish, vehicle preparation etc	Mid April	Via email and the website
Exact timings	Mid June	Emailed to each team
Final route	End of July	Emailed to each team
Printed route book	At the start	By hand

16. Bicycle preparation to meet European laws

By including the following two sections we are outlining the minimum requirements for bicycles in Europe under European law under the Vienna Convention. The RACE has taken all the elements from both the following sections and combined them into the rules for the RACE. The Vienna Convention sets out various minimum requirements that vary from country to country across Europe. These must be adhered to without exception.

- The wearing of cyclists' crash helmets is compulsory on the RACE. All cycle helmets must meet the current European Union requirement of EN 1078.
- One white reflecting device visible from the front.
- A bell capable of being heard at a sufficient distance.
- Working brakes front and rear.
- Orange pedal reflectors visible from the front and rear – If using clipless pedals reflective tape must be attached to the Racers shoes at the back or the rear of the pedal to satisfy this law.
- Two wheel-mounted orange spoke reflectors on each wheel, arranged at an angle of 180 degrees and visible from the side, or continuous white circular retro-reflector strips on the tyres or on the spokes of the front and rear wheels.
- One additional red large-surface reflector on the rear.
- Cyclists must wear a high-visibility waistcoat when cycling after dark or when in tunnels.

17. Traffic rules for cyclists in Europe

In addition to the rules which normally apply to all public highway users and in accordance with the Vienna Convention, cyclists are subject to specific rules defined in their national legislation in order to ensure that they can travel safely and easily. The rules below must be adhered to in all countries while cycling across Europe and are there for the safety of the cyclist, pedestrians and other road users.

- Cyclists must not ride without holding the handlebars with at least one hand, must not allow themselves to be towed by another vehicle, and must not carry, tow, or push objects which hamper their cycling or endanger other road users.
- They must keep to the right of the carriageway and give an appropriate arm signal when they wish to turn.

- They are required to use cycle lanes and tracks. They may not, however, use motorways and similar roads.
- When walking and pushing their bicycles on foot, cyclists are classified as pedestrians and may therefore use the pavement.
- The Vienna Convention prohibits the transport of passengers on bicycles, but enables the Contracting Parties to authorise exceptions. In some countries, the transport of a passenger is allowed only if he is under a statutory age limit (for instance 14 years in France) and if the cyclist himself has a minimum age.
- Yield to traffic on the right.
- Cyclists may ride two-abreast when the carriageway is wide enough, but only during the hours of daylight. At night, single file cycling is obligatory.
- In Europe there is no right turn on red; you have to wait for the green light.
- Stop sign means stop.
- Pedestrians always have the right of way. Normally, they cannot hear you coming unless you verbally announce yourself or ring your bell. Pedestrians on crossings always have the right of way even if they can see you. An junction with only one painted crossing means that you may have to use that crosswalk. You may not cross wherever you want to. Also, if you walk your bicycle across, cars are required to stop for you and most cars do so. If you ride your bicycle across, you are no longer a pedestrian and laws relating to pedestrians no longer relate to you. If you cause an accident while riding a bicycle, you can be held responsible.
- Autoroute/Autobahn/Autostrada/Autopista - Bicycles are never allowed on these high speed national roads.
- Drug & alcohol use - If you drive or cycle under the influence of drugs or alcohol, you will face a very large fine, have your licence taken and possibly be jailed. Police can also arrest you if you pedal erratically and/or your blood alcohol limits exceed .05%.
- In Italy you can be fined for cycling with an umbrella or for overtaking senior citizens while cycling!

It is the responsibility of every team to research thoroughly for themselves all the driving and cycling regulations for every country that the RACE passes through and ensure that everyone in their team fully understands and follows them.

18. Spot 3 tracking system



Every team will be provided with a Spot 3 tracking unit which must be carried by the cyclist who is racing at the time. This self-contained unit will not need any adjustment once turned on and is shock and waterproof.

The unit posts the position of the Racer to the internet at intervals throughout the day over the period of the RACE.

A map on the official RACE website will show the latest position.

This will enable anybody to follow the progress of the event and let teams monitor competitors' progress while en-route as well as help the organisers monitor cheating and respond to any situations that may occur. You will be supplied with a user manual for the Spot 3 which you must study prior to starting the event in order to be completely familiar with how to work the device.

Details about the Spot 3 can be found on the website - <http://www.findmespot.eu>

Battery life:

- Spot 3's will be handed out at registration and teams must ensure that they have fully charged the Spot 3 batteries or have plenty of spare batteries prior to starting the RACE.
- If teams find they need to charge the unit while progressing along the course it must be carried out during a rest period. If this should happen to a team who are not stopping, the RACE HQ must be informed that the Spot 3 will be charged and out of use for that period.
- Should any team fail to report battery problems with their Spot 3 they will suffer a penalty.

Care

- The Spot 3 is a tough device used on various challenge events around the world. It is shock and waterproof, so should perform well on a cyclist.

The Spot 3 must be carried by either:

1. Attaching it under the saddle of the bicycle.
 2. Placed in the cyclist's rear shirt pocket.
 3. If teams find other suitable ways of attaching the Spot 3 to the bike or cyclist that do not interfere with the unit or the Racer's ability to cycle safely, please demonstrate these to the RACE officials at scrutineering.
- Damage or loss

If a unit is either damaged or lost the team will be charged £200.00 for the replacement of the unit. It is suggested that teams ensure their travel insurance will cover this cost in case of a mishap.

- Faulty units

Faulty units must be reported straight away to the RACE HQ. If no way can be found to fix the fault then the team must carry on without the unit.

- Tampering with the unit

Tampering with the unit is not permitted and will result in disqualification and, if damaged, a £200.00 replacement fine.



- Timing Stations

The Spot 3 must be used to report manually the Racer's arrival at Timing Stations across the course. Operating details on this can be found in the Timing Station section.

- Handovers

The Spot 3 unit must be passed from one Racer to the next when changing riders during a handover much like a relay baton.

Further details about this can be found in the handover section.

- Return

On finishing the RACE in Gibraltar all Spot 3's must be handed in and will be checked by the RACE officials for damage before being signed off.

19. Driving licences

The below is for information only and is believed to be accurate at the current date. The Organiser accepts no liability for any inaccuracies or omissions.

As the RACE attracts teams from all over the world, the driving licence regulation will vary according to the country you are from.

The following table specifies the type of licence that a UK full driving license holder must provide for the countries the RACE travels through.

It is for example only.

All drivers must research this topic thoroughly themselves to ensure that they hold the right licence when starting the RACE.

These will be checked at scrutineering in Calais and if you do not have the correct the licence you will be unable to start the RACE as a driver.

France	EU licence accepted. Minimum driving age is 18 years (16 for light motorcycles).
Germany	Full UK licence acceptable. Minimum driving age is 18 (but for mopeds ages range from 16-20 years depending on the cc of the motorcycle).
Austria	UK photocard licence or paper licence with passport is required. Minimum driving age is 18 (16 for mopeds).
Slovenia	UK photocard licence or paper licence with passport is required. Minimum driving age is 18 (16 for mopeds).
Italy	Holders of the old style green UK licences should change them for the new photocard licence or obtain an International Driving Permit. (Minimum driving age is 18.)
Spain	Holders of the old style green UK licences should change them for the new photocard licence or obtain an International Driving Permit. The minimum driving age is 18 years (and 16 years for mopeds up to 75cc).
United Kingdom (Gibraltar)	UK photocard licence and paper licence

20. Driving regulations

The below is for information only and is believed to be accurate at the current date. The Organiser accepts no liability for any inaccuracies or omissions.

It is the responsibility of Racers and their Support Crew to make sure they research themselves the differing rules and regulations for both cycling and driving in each country that they will travel through during the RACE.

Rules and regulations vary from country to country throughout Europe and teams will have to change their approach according to the changes in the rules, such as varying speeds amongst other things.

Key road signs are for the most part standardised across Europe and easy to understand. There are some however that differ from country to country and Racers and their Support Crew must familiarise themselves completely with them prior to starting the RACE. Most road atlases have sections outlining these details.

Below is a list of general rules and regulations for each country. These are by no means exhaustive and it is the responsibility of the team to research this area thoroughly before starting the RACE and to make sure that all key Racers and drivers are fully aware of them.



France – drives on the right

essential safety equipment

- Warning triangle
- Headlamp converters if the vehicle is from the UK or Ireland
- 2 x unused breathalysers
- Vehicle country of origin sticker
- First Aid kit
- Fire extinguisher
- Spare bulb kit
- Reflective vest

Recommended Safety Equipment

- Torch

seatbelt requirements

- The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- Over 50mg/100ml and you could face anything up to imprisonment.

minimum driving age -

The minimum driving age using a full UK licence is 18 for a car and a motorcycle over 125cc and 15 for a motorcycle under 125cc.

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	90 (56)	110-130 (68-81)
Wet weather	50 (31)	80 (50)	100-110 (62-68)

- There is also a minimum speed limit of 80kph (50mph) on the outside lane of motorways during the day and on level ground.
- Speed limits in towns and villages start at the place name sign and continue to the crossed out place name sign – do not expect any other warning.
- When visibility is below 50 metres (164 ft) a 50kph (31mph) limit applies to all roads including motorways.
- The margin for exceeding the speed limit is 5kph for speeds under 100kph and 5% above.

lights -

Currently it is advised that dipped headlights are used at all times outside towns in any weather. Dipped headlights must be used in poor daytime visibility. Motorcycles over 125cc must use dipped headlights during the day at all times.

fuel

- All grades of unleaded petrol, diesel and LPG are available as well as lead substitute additive. Leaded no longer exists. It is allowed to carry petrol in a can. Credit and debit cards are widely accepted, although they probably won't work at automatic pumps, which are often the only pumps in rural areas open out-of-hours, which also means lunchtime from noon to 3pm.

tolls

- Most motorways are toll roads (péage). The fee is paid on leaving the motorway and is based on the category of vehicle and the distance driven. Most credit cards are accepted as are Stirling notes. Change is given in Euros.

Avoid the barriers marked LIBER-T, these are reserved for drivers who have a subscription and pass and do not need to stop.

parking -

Parking restrictions are indicated by signs and yellow markings on the kerb. Dotted outlines indicate parking spaces (those marked 'payant' require payment). Parking meters are common in towns as are blue zones where you need to purchase and display a parking disc.

fines

- On a toll road the time you enter is printed on the ticket and your speed can be checked on exit and a fine may be levied. If you pay this fine "on-the-spot" then you will not incur any of the surcharges for delayed payment, which can end up very expensive.

On-the-spot fines up to €375 can be collected at the roadside. Ensure an official receipt is issued by the officer collecting the fine.

mobile phones

- It is illegal to use a hand-held mobile phone whilst driving. Reportedly France also has a ban on the use of hands-free kits in cars.

other useful information

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- Radar detectors are illegal in France whether in use or not. If you should be caught with such equipment in your vehicle, you are liable to a prison sentence, a fine, confiscation of the device and the vehicle. You should therefore ensure radar detectors are removed from your vehicle before commencing any journey to France.
- Severe penalties for road traffic infringements are in force. These include imprisonment and a heavy fine for causing death whilst over the alcohol limit or under the influence of drugs and a similar penalty for causing death by dangerous or negligent driving. The French police strictly apply speeding restrictions and drivers exceeding speed limits face heavy on-the-spot fines. Drivers who break French driving laws can also have their British driving licences confiscated by French Police; and the driver concerned prevented from continuing to drive the vehicle. This could lead to the vehicle being temporarily impounded if no alternative driver with a valid licence is available.
- Take care in built-up areas where the old rule giving priority to traffic coming from the right (Priorité à droite) still applies unless a yellow diamond indicates you have priority. On roundabouts you generally give priority to traffic already on the roundabout, in other words, coming from your left as you enter the roundabout.
- Even in the mountains, winter motoring is not severely restricted. Snow chains must be fitted to vehicles using snow-covered roads in compliance with the relevant road signs. Fines may be imposed for non-compliance. Snow chains can be bought from Hypermarkets, especially in mountain areas.
- For information on road conditions: Centre National d'Information Routière (CNIR) www.bison-fute.equipement.gouv.fr



Germany – drives on the right

essential safety equipment

- Warning triangle
- First aid kit (DIN 13164)
- Headlamp converters
- Vehicle country of origin sticker

Recommended Safety Equipment

- Fire extinguisher
- Reflective vest
- Spare bulbs
- Torch

seatbelt requirements -

The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- 50mg/100ml

minimum driving age -

The minimum driving age using a full UK licence is 17

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	100 (62)	130 (81)

- Although the autobahns in Germany are not subject to an overall speed limit (the blue speed limit signs, usually showing 130, are suggested maximum speeds), many stretches of autobahn are covered by signed speed limits, which are mostly closely observed by the Germans.
- Radar traps are frequent and heavy on-the-spot fines can be levied.

lights - Fog lights are required for driving at night and day with fog and mist, strong rain or snow. With a visual range of less than 50m through fog, rain or snow, fog lights have to be switched on and a speed limit of 50kph applies to all vehicles.

fuel

- All grades of unleaded petrol, diesel and LPG are available as well as lead substitute additive. Leaded no longer exists. It is allowed to carry petrol in a can. Credit and debit cards are widely accepted, although they probably won't work at automatic pumps, which are often the only pumps open out-of-hours.

tolls

- There are no tolls on German autobahns.

parking

- Parking is not allowed up to 5m in front of/behind a crossing, up to 10m in front of traffic lights, up to 15m in front of/behind stop signs and exits.

Parking is allowed only on the right side of the road except on one-way streets where both sides are valid. Parking spaces with meters are usually free of charge at night.

fines

- On-the-spot fines are issued. Just about every possible driving offence can be subject to a fine, even running out of fuel on the autobahn! Ensure an official receipt is issued by the officer collecting the fine.

mobile phones

- The use of hand-held phones by a driver is prohibited generally but is allowed with the vehicle stationary and the engine switched off. Fines for using a hand-held unit whilst driving are €30. The use of hands-free phones is allowed.

other useful information

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- More and more towns are adopting the 'priorité à droite' (priority to traffic coming from the right). If there is no yellow diamond at a road junction, you **MUST** give way to traffic from the right, even if you are on the major road. As it used to do in France years ago this is causing accidents, especially in the rain. It is used as a way to slow traffic down in built up areas.
- Buses leaving stops have priority.
- Priority has to be given to pedestrians.
- You are permitted to overtake trams on either side on one-way streets; but if you encounter a tram on a two-way street, it must be overtaken on the right. You must avoid overtaking trams when their occupants are either climbing aboard or alighting.
- Do not overtake school buses when they are at a stand-still and have their red lights flashing.
- In case of a road accident the police must always be called regardless if injuries have occurred or not.
- In the event of a breakdown the warning hazard lights should be switched on and a warning triangle has to be positioned at a sufficient distance (on a motorway about 150m) behind the vehicle.



Austria – drives on the right

essential safety equipment

- Warning triangle
- First aid kit
- Reflective vest
- Headlamp converters
- Vehicle country of origin sticker

Recommended Safety Equipment

- Fire extinguisher
- Spare bulbs
- Torch

seatbelt requirements

- The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- 50mg/100ml

minimum driving age -

The minimum driving age using a full UK licence is 18 for a car, 18 for a motorcycle over 50cc, and 16 for a motorcycle under 50cc.

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	100 (62)	130 (81)
Motorcycle	50 (31)	100 (62)	130 (81)

lights

- Dipped headlights must be used in poor daytime visibility. Motorcycles must use dipped headlights during the day at all times.

fuel

- All grades of unleaded petrol, diesel and LPG are available as well as lead substitute additive. It is allowed to carry petrol in a can. Credit and debit cards are widely accepted, although they probably won't work at automatic pumps. At many garages in rural areas only automatic pumps are available at lunch time, during the evening and at the weekend, so make sure you're topped up.

tolls

- To use Austria's motorways you must purchase a tax sticker (vignette) and display it on the windscreen. Vignettes are available from service stations and at border crossings and are valid for 10 days, 2 months or a year.

current costs

	Car – vehicles up to 3.5 tons	Motorbike
10 days	€8.30	€4.80
2 months	€24.20	€12.10
1 year	€80.60	€32.10

parking -

For short-term parking (Kurzparkzone) you must buy a ticket from a local shop and fill in your time of arrival. At night you must leave your sidelights on unless street lighting is provided.

fines

- On-the-spot fines are issued. Ensure an official receipt is issued by the officer collecting the fine.

mobile phones -

It is illegal to drive whilst using a hand-held mobile phone.

other useful information

- Traffic regulations in Austria correspond to those of other continental European countries. Driving is on the right. In snowy conditions (mid-November-mid-April) winter tyres, chains or studded tyres are required. ARBA– (Austrian Motoring Association) and A-AMTC (Austrian

Automobile, Motorbike and Touring Club) run over 100 agencies throughout the country from which you can hire chains for your car.



Slovenia – drives on the right

essential safety equipment

- Warning triangle
- First aid kit
- Headlamp converters
- Vehicle country of origin sticker
- Spare bulbs

Recommended Safety Equipment

- Fire extinguisher
- Reflective vest
- Torch

seatbelt requirements

- The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- 50mg/100ml

minimum driving age

- The minimum driving age using a full UK licence is 18

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	100 (62)	130 (81)

lights

- Dipped headlights are required at all times.

fuel

- Many petrol stations are located on the main roads and at border crossings. These stations are usually open 24 hours. Most stations in cities are open from 7am to 8pm, Monday to Saturday. Credit cards are widely accepted. Leaded super petrol has an octane rating of 95. Unleaded petrol or neosvinceni benzin or EuroSuper 95, is marked in green on the pump, and has an octane rating of 91 or 95. Diesel pumps are marked in black.

tolls

- The A10/E70, A1/E63 and the A10/E57 highways are subject to a toll payment. See www.amzs.si for details of tolls.

parking

- Parking in major towns can be hard to find and expensive.

finest

- A policeman can impose a fine on-the-spot for traffic violations; if the fine is paid within 8 days it is reduced by 50%.

Foreign drivers who refuse to pay a fine on-the-spot can have their passport and other documents taken from them and can be brought before a police court judge.

mobile phones

- Use of a mobile phone while driving is subject to a heavy fine.

other useful information

- - Traffic approaching from the right has priority. This includes roundabouts where traffic entering has priority.
 - From 15 November to 15 March and during winter weather conditions (e.g. during snowfalls, black ice, etc.) private cars and vehicles up to 3.5t must have winter equipment as follows:
 - winter tyres on all four wheels or
 - summer tyres on all four wheels + snow chains in the boot
 - In both cases, the minimum tyre tread depth must be 3 mm.



Italy – drives on the right

essential safety equipment

- Warning triangle
- Reflective vest
- Headlamp converters
- Vehicle country of origin sticker

Recommended Safety Equipment

- Fire extinguisher
- First aid kit
- Spare bulbs
- Torch

seatbelt requirements

- The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- 80mg/100ml

minimum driving age

- The minimum driving age using a full UK licence is 18

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	90-110 (56-68)	130-150 (81-93)

- Speed radars are in use throughout Italy.
- Police may monitor the average speed of vehicles between tolls.

lights

- Dipped headlights must be used in at all times outside built-up areas and in all tunnels. Motorcycles must use dipped headlights during the day at all times.

fuel

- All grades of unleaded petrol (benzina), diesel (gasolio) and LPG are available as well as lead substitute additive. Leaded no longer exists. It is not allowed to carry petrol in a can. Credit and debit cards are becoming more widely accepted, although they probably won't work at automatic pumps, which are often the only pumps open out-of-hours and at lunch-time (from noon to 3pm) away from the autostrada.

tolls

- Most motorways (autostrada) require the payment of a toll, payable in cash or by "Viacard" obtainable from tollbooths. Viacards can be used in automatic and manual booths and must be bought with cash.

parking

- A parking disc must be displayed in the blue zones in towns.

fines

- On-the-spot fines for minor traffic offences operate in Italy. These may range typically between €150 - €250 Euros. You are strongly advised to stick to the rules of the road, and/or have enough cash if you have to pay a fine. Failure to do so may seriously inconvenience your progress. Ensure an official receipt is issued by the officer collecting the fine.

mobile phones

- The use of hand-held mobile phones whilst driving is prohibited except where they are fitted with hands free systems.

other useful information

-

- When two oncoming cars are turning left at a crossroads, they must turn in front of one another, rather than behind as is usual in the UK.
- If you have an overhanging load, such as a bicycle strapped to the back of the car, you must attach a square reflective panel to it.
- It is compulsory to carry at least one reflective safety jacket in a vehicle and to wear it when standing with, inspecting or repairing a stationary vehicle on a public highway.
- Italian Police may stop cars from driving in mountain areas in winter if the car does not have snow chains.



Spain – drives on the right

essential safety equipment

- Warning triangle x 2
- Headlamp converters
- Vehicle country of origin sticker
- Spare bulbs
- Reflective vest
- Spare pair of prescription spectacles (if worn for driving)
- Spare wheel
- Spare fan belt

Recommended Safety Equipment

- Fire extinguisher
- First aid kit
- Torch

seatbelt requirements -

The wearing of front and rear seatbelts is compulsory when fitted.

drink driving limits

- 50mg/100ml. New drivers are effectively forbidden to drink and drive, with a very low 20mg/100ml limit.

minimum driving age -

The minimum driving age using a full UK licence is 18

speed limits

	Urban kph (mph)	Open Road kph (mph)	Motorway kph (mph)
Car	50 (31)	90-100 (56-62)	120 (75)

lights

- Dipped headlights should be used in poor daytime visibility.

fuel

- All grades of unleaded petrol (gasoline), diesel (gasoleo) are available as well as lead substitute additive. Leaded no longer exists and LPG is not available. It is allowed to carry petrol in a can. Credit and debit cards are widely accepted, although they probably won't work at automatic pumps, which are often the only pumps open out-of-hours and at lunch-time (from noon to 3pm) away from the motorways (autopistas).

tolls -

Spain's motorways (autopistas) are mostly toll roads and are identified by the letter A.

parking

- No parking in spaces painted yellow. A blue and white curb indicates that you can wait briefly with the driver in the vehicle. Parking spaces with meters are marked in blue where a ticket can be purchased from an attendant or machine. The machine may be some distance away; don't assume that because there is no meter near the car that parking is free. These spaces are usually for a maximum of two hours. Fines vary between areas.

fines

- On-the-spot fines are issued. Ensure an official receipt is issued by the officer collecting the fine.

Fines must be paid in cash. If you do not have sufficient cash you will be escorted to the nearest cash machine or bank.

mobile phones

- Using a hand-held mobile phone whilst behind the wheel of a vehicle is illegal; 'behind the wheel' includes stationary at the side of the road. Only true hands-free systems where the speaker is not attached to the ear are allowed.

other useful information

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- Give way to traffic approaching from the right where no priority is signposted.
- Do not turn left across an unbroken white line in the centre of the road; continue on and find a suitable turning place.
- You are not allowed to sound a horn at night in urban areas. Horns should only be used in an emergency.
- The law operating in Spain regarding the use of indicators on motorways is being strictly enforced. You will risk being fined for not indicating before overtaking and again before pulling back to the nearside lane after overtaking. Also, ensure you do not cross the solid white line as you enter the motorway from a slip road, but wait until the line is broken.
- Spanish law allows the carriage of any loads (eg bicycles) on the back of cars, camper vans or caravans provided the load is securely fixed, does not touch the ground, compromise the stability of the carrying vehicle, create noise or block lights, reflectors,

number plates or prevent signals made by the driver from being seen. There is currently no requirement for bicycle racks to be certified or pass a technical inspection.

- Radar detectors are illegal in Spain whether in use or not. If you should be caught with such equipment in your vehicle, you are liable to a hefty fine. You should therefore ensure radar detectors are removed from your vehicle before entering Spain.
- It is expected and legal that in the event of traffic suddenly slowing you will use hazard warning lights to indicate the hazard to following drivers.
- Cyclists have priority on roundabouts whichever direction they come from.



Gibraltar – drives on the right

- Seat belts are mandatory when driving a car in Gibraltar.
- The use of a mobile phone while driving is prohibited, with the exception of a hands-free system.
- The speed limit is 50 km per hour except where otherwise indicated
- Drivers are to carry a valid driver's licence, registration documents and insurance documents at all times while driving.
- The use of the car horn is prohibited within the city limits.
- The use of full headlights is prohibited; you are to use dipped headlights only in hours of darkness.
- Gibraltar is a very small place with a lot of people living there which causes various problems for motorists.
- There are only ten petrol stations in Gibraltar.
- Be aware of chalk board police signs indicating times when you need to remove your parked car while the streets are cleaned. If not, your car will be towed away.
- Despite roads having been resurfaced in many central areas of town, other parts of the Rock can lack good road surfaces and narrow streets with pot-holes are a potential hazard. As with all small places, congestion, particularly at peak times, is heavy in town and parking spaces are difficult to find.
- Parking can be difficult in Gibraltar. Most roads have parking prohibitions and restrictions. In addition, the clamping service is very keen and active, costing £60 for clamp removal. Restriction signs are not always obvious, so be sure to check carefully before leaving your car and returning to a fine.

21. Stopping to sleep in vehicles & sleeping in moving vehicles

Throughout the countries the RACE passes through it should be possible to stop your campervan (RV or Motorhome etc) and take a rest as long as:

- There are no signs to indicate you are not allowed to sleep in vehicles. These usually appear in towns and cities.
- You are not blocking the road or creating a blind spot and making the road dangerous in any way. Traffic must be able to pass your vehicle safely in both directions at anytime.
- You are not blocking anyone's drive or right of access.
- You are not parked in a water course that may flood.
- You have not parked on a precarious and unstable piece of mountainside.
- Do not drop litter.
- Do not discharge sewage until you find a suitable method of doing so.
- If the Police ask you to move on do so without delay.

It is illegal to sleep in a moving vehicle in any of the countries that you pass through unless you are a passenger in a seat with a seat belt on. You can not sleep in the beds of the motor home whilst the vehicle is moving under any circumstances.

22. Breaking down in Europe

If you have rented a vehicle, your contract should entitle you to some form of roadside recovery. Most of the European clubs belong to one of the two international touring organizations, either the *Fédération Internationale de l'Automobile (FIA)* or the *Alliance Internationale de Tourisme (AIT)* are obligated to reciprocate their benefits to members of likewise-affiliated clubs. If you don't belong to an affiliated club, you can buy temporary membership in any number of European clubs. Even if you are not reciprocally or directly a member of these clubs, they will still come to your aid, for a charge.

If you stop your vehicle on the hard shoulder of a road, you must place one or two warning triangles along the roadside behind the vehicle. Motorcycles are exempt from this requirement. You should also turn on the vehicle's hazard lights. The table below gives appropriate distances at which you should place the triangle or triangles behind the vehicle.

Appropriate Placement of Warning Triangles.

Country	Distance in meters behind the vehicle	Minimum visible distance in meters
Austria	—	100
France	30	100
Germany	100 (road) 150 (motorway)	100
Gibraltar (UK)	50	110
Italy	50 (road) 150 (motorway)	110

Spain	30	100
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All vehicles must have current European breakdown cover for all the countries that the RACE passes through prior to leaving Calais. Teams will be asked for proof of this at scrutineering.

23. Driving in Europe

While teams travel the course across Europe they will experience differing attitudes to driving and to cyclists.

Keep aware at all times when driving or cycling and when changing countries make allowances for a change in the way that vehicles and the roads work and the way in which they treat you.

24. Driving and riding in the mountains

The roads through the mountain sections of the RACE can be difficult for vehicles and cyclists and need to be treated with the utmost respect and caution.

Riding and driving them safely will be critical in a team's ability to finish the RACE.

- Roads through the mountains are usually narrower than elsewhere and can be single lane. Take care not to block the road while supporting Racers and judge the oncoming traffic accordingly.
- Racers must ride with extreme caution on the long and fast descents, ensuring their brakes, tyres and wheels are in good condition before every mountain section. A fall on a descent can be fatal with big drop offs. Racers must give way to oncoming traffic if space is limited on descents.
- If the weather is bad in the mountains roads can become flooded very quickly and in the case of thunder storms or extreme weather conditions Racers should stop cycling and wait out the conditions. Use your common sense!
- Mountain roads are subject to rock fall and landslide and can have snow cover even in the summer. Should any of these elements hamper your progress stop and take stock, make a safe and workable plan before you proceed. If you can not get around the problem call RACE HQ to discuss a solution.
- High winds can also be problematic especially on Mont Ventoux and caution should be exercised if they are too strong.
- The Vrsic Pass has a cobbled section. Take extreme care on this part of the route particularly if it is wet.
- Extreme caution must be exercised when descending in the dark and bike lights should be functioning at 100%, together with brakes.

25. Sleep and rest

- This topic is discussed further in the Rules. It is one of the RACE's biggest concerns as it can be the difference between a successful or unsuccessful event for Racers.
- It is imperative that every member of every team is blatantly honest about how they are performing and feeling. Sleep deprivation can lead to many different problems and it could lead to an accident involving an innocent third party.
- All the members of each team have chosen to take on this challenge, but they must keep an honest eye on their limits and take rest when it is needed. It is not right to affect the lives of others because you are determined to prove a point (which in the scale of things will not matter if something goes wrong.)
- Just to finish the RACE is a massive achievement, so rest and sleep when needed!

26. Drugs and alcohol

Very simple – don't bring any.

27. Accidents, emergencies and the emergency number

Should your team, a member of it or a vehicle be involved in an accident or fall seriously ill, you must deal with the incident or illness immediately. All incidents take precedence over the RACE. You must contact the relevant emergency services in the country you are in on the number below or take your patient to the nearest hospital immediately.

It is important to let RACE HQ know what has happened and what your intentions are, but not until you have resolved the immediate problems.

Mobile phones and landlines can use **112**

free of charge for all emergencies. This is the pan European emergency number which can be called in any emergency from your mobile phone. As it is a Europe-wide number, you can also ask to be connected to an English-speaking operator.

28. Weather and temperature

- Teams could experience a very varied range of temperatures if the mountain weather is changeable so must be prepared for all eventualities – from severe cold to scorching heat.
- Central Spain at this time of year will be very hot with little shade, so Support Crews need to keep a close eye on Racers for dehydration and sunstroke.
- There are many different very good weather sites online, which are worth tracking on the lead up to the RACE.

29. Official RACE vehicles

The RACE organisers will have vehicles on the course during the event. These vehicles will be travelling the course to attend some check points and carry out random checks on teams. The vehicles will be clearly marked with RACE decals.

30. Visa requirements

- People taking part in the RACE from outside the European Union may need visas to travel into some of the countries that are visited.
- None of the countries operate border controls, but should you be stopped by the police they may want to see sight of a valid visa.
- It is the responsibility of the participants in the RACE to ensure they have the required visas if needed.
- This website gives details at a glance to let you know if you do - www.visahq.com/citizens

31. Languages

Due to the very varied nature of the RACE and the countries it travels through the language will change regularly. There will be 6 different languages spoken and an essential part of any Support Crews kit will be phrase books/apps, or even better having a team made up of people who speak the different languages.

32. Support crew preparation

- The Support Crew like the Racers have a very important job to do and their preparation is vital to the smooth and successful running of a team.
- The devil will be in the detail ensuring all trip details are taken care of and all kit is ready and packed.
- Having a Support Crew who work well together and who get on well will be vital in the team's day to day ability to function smoothly and will help ensure that the team reaches the finish in one piece.
- Further suggestions for the Support Crew and supporting documents to help organise their teams will be available later from the RACE.

RULES

33. Introduction

The official language of the RACE is English.

These rules must be read by all Racers and Support Crew involved in the RACE. No excuses will be allowed for not knowing the rules. Penalties and sanctions will be applied using this information.

The primary goal of the RACE is to put in place a clear set of simple rules which will help Racers, Support Crew and Officials run a safe and successful event. The rules are to protect all parties and aid competition, team spirit and the enjoyment of this long distance endurance event.

Safety for Racers, Crew, Officials and the public is of the highest importance.

Safety and fair play ultimately lie with the Racers and Crew.

34. Liability

Participation in the RACE is the responsibility of the participants. The Organisers refuse any liability for any personal or material damages. No claims can be made against the Organisers for accidents, damages, insurance, theft, illness, medical issues, vehicle problems, bicycle problems, bad weather, traffic incidents, loss of direction, issues with local Police, road works, bad surfaces, acts of God or third party matters whatever the situation. By registering for the RACE participants accept this statement and release the organisers, their crew, volunteers and partners in the event from all legally permissible liability.

35. RACE hierarchy

1. RACE owners
2. RACE organisers
3. RACE officials

Questions from participants on the route should be directed at officials first and then the RACE organisers.

36. Changes to the rules & event

The RACE organisers reserve the right to change the rules when and where they see fit. This includes the introduction of new rules or the amendment of existing ones. This includes the penalties. This can be carried out before, during or after the event or if a participant is trying to find a loophole in the rules.

All changes will be passed onto all participants within 12 hours of the change by the Organisers. The changes will become enforceable after 24 hours.

Changes to the route and structure of the event are at the discretion of the Organisers and can take place at any time including while the event is under way if deemed necessary for the benefit of the event, safety and the competitors.

37. Chance happenings

Along the route Racers and crew will most likely be faced with unforeseen incidents that make this event the challenge that it is. The RACE organisers cannot be held responsible for any such occurrences and will not issue time bonuses, deductions to a Racer's overall time or move them up the course. Below are some examples of these unforeseen conditions:

1. Closed roads
2. Diversions
3. Traffic light malfunctions
4. Traffic congestion
5. Trains and level crossings
6. Road works or construction
7. Bad weather e.g. – wind, rain, snow, ice, storms etc
8. Avalanches
9. Earthquakes
10. Acts of God and those outside our control

If one Racer benefits from these conditions over another it is deemed good luck and is part and parcel of this event's nature.

38. Official timing

The official stopwatch will start at the beginning of the RACE and will not stop for any reason. Should any time adjustments be required they will be at the discretion of the RACE Organisers.

The RACE will use Central European Summer Time throughout (CEST).

The 24 hour clock will be used on the RACE.

39. Penalties & warnings

Time penalties will be applied for any infringement of the traffic laws within each country or breaking any RACE regulations. Racers and teams are allowed to accumulate 6 penalties and will be disqualified on the 7th. Penalties can be applied for breaking any rules.

The time penalties will accumulate throughout the race and will be applied to the overall finishing time at the end:

- 1 time penalty = 15 minutes
- 2 time penalties = 15 minutes (30 mins)
- 3 time penalties = 30 minutes (60 mins)
- 4 time penalties = 45 minutes (105 mins)
- 5 time penalties = 60 minutes (165 mins)
- 6 time penalties = 75 minutes (240 mins)
- 7 time penalties = Disqualification

These rules apply to all those involved in the event i.e. racers, crew, supporters and any film or media support. Any RACE official witnessing an infringement of traffic laws or RACE rules

has the power to report the offending racer, team or individual. These penalties will be issued to the team of the respective racer.

Should a RACE official stop a Racer or Crew in a safe place to discuss the interpretation of the rules, local laws or safety, no time bonus will be awarded. These stops are at the discretion of the RACE Officials and can last up to 1 hour. These stops can not be added as time bonuses.

All teams and racers will be informed of any penalties by the RACE Officials (whether on the course or by phone or other methods) within 4 hours of the infringement, unless further time is required by the RACE Officials to investigate the penalty. If further time is required a decision will be reached within 24 hours and the result conveyed to the team. It is the responsibility of whoever has been informed in the team to tell the rest of the team. When and where possible a penalty sheet will be issued.

Complaints and reports from the public along the route and other road users will also be used to issue penalties or disqualifications, as will any film taken that shows infringements of the rules whether by official RACE film crews, team crew, media or internet and social networking sites such as YouTube.

Warnings can be issued verbally at any time by RACE Officials if they witness behaviour that may lead to more serious penalties or threaten the event's reputation. The third warning will become a time penalty. Any time taken to issue these warnings cannot be used as a time bonus.

There will be no penalty box system on the 2013 Race Across Europe and all time penalties will be added to the overall finishing time.

40. Disqualification and suspension

Immediate disqualification will be enforced in the event of the following infringements:

- Refusal to agree, abide by and sign all contractual obligations required to participate in the RACE including, release of liability and insurance waivers.
- Racers and crew must conduct themselves in a safe, professional and diligent manner at all times and in all countries.
- Alcohol and illegal drugs are strictly forbidden on the RACE.
- Banned substances used to enhance performance are strictly forbidden. A list of these can be found in the handbook under our Banned Substances section.
- Lack of vehicle registration documents.
- Lack of driving licence for any individuals driving a vehicle involved on the event.
- Lack of appropriate vehicle insurance for all the countries that the RACE will pass through.
- Badly prepared or dangerous vehicles.
- Any violent or abusive behaviour on the event towards Officials, other Racers, Support Crews or the general public.
- Racers hanging onto vehicles (motorised or not) or illegal drafting of any vehicle.
- Racers travelling the route without using their bicycle, whether in a vehicle or by other means.
- Refusal to take sleep breaks when ordered to do so by RACE Officials.

- Bicycles that fail to meet the rules.
- Changes to road signs or any signage whether official or placed by the RACE officials.
- Inappropriate behaviour by Racers or Crew which causes safety, legal or reputation issues for the RACE and other Racers and Crew.

Suspension

If a Racer or team accumulate disqualifications year on year the following penalties will apply:

1st serious breach = Disqualification

2nd serious breach = Suspension from the RACE for 1 year

3rd serious breach = Lifetime ban from the RACE

41. Police

Policing will change as you pass through the various countries and as with the driving styles, the police attitudes to cycling and driving will change.

Be polite at all times and follow any instructions you are given by the police.

The RACE is conducted over public roads, highways and bridges and is subject to national and local rules and law in 7 different countries.

The RACE will contact the police in each country we travel through to inform them of the event and its dates. We trust that you will receive cooperation from these agencies, however note the following points:

- The authority of national and local traffic police officers in exacting compliance to the road and vehicle code for all users of the public highways supersedes all RACE rules.
- If a Police officer takes action to interfere with a Racer's progress or the operation of a pacing vehicle. A Racer must comply with any Police officer's requests. A Racer may even be forced to leave the RACE route. If any dispute arises with local authorities, the Race Director will determine the merits of the case and whether any time or distance adjustment should be made. If the action was a result of the Racer or Crew vehicle driver not conforming to traffic laws, RACE rules and directions, or riding/driving unsafely, no time or distance adjustment will be made.

The RACE is conducted on public roads. At all times, be polite and courteous to other drivers and motorists.

You are ambassadors for your country, team, yourselves and the RACE.

42. Traffic laws

- Racers must obey all traffic laws including stops at stop signs and traffic lights. Violation of any traffic law by Racers or Crew may result in a penalty.
- A legal RACE stop is defined as follows: just short of a track stand, slow enough to theoretically turn the handlebars to the side without falling. The spokes of a wheel should be individually visible or graphics on a disc wheel should be readable. A Racer does not actually have to remove a foot from the pedal and touch the ground.
- Turning right at a red light, making an immediate U-turn and another right turn to avoid waiting at a red light is not allowed.
- In the event a traffic light sensor fails to detect a Racer or Follow Vehicle and display a green light, the Racer or event vehicle must wait for a minimum of three (3) minutes for the signal to change. If the signal has not changed after three minutes, the Racer or Follow Vehicle may continue forward progress only in AN EXTREMELY SAFE MANNER

to advance past the defective traffic signal. If there is a sign which states a longer wait is necessary, then the time stated on the sign is the minimum time to wait.

43. Being ready and on-time

Penalties will be awarded for being late or not being ready for pre-RACE activities. These penalties will not count towards disqualification status, but they will be added to your overall time.

The following will each incur a 15 minute penalty:

- Showing up at inspection on time with all vehicles and bicycles.
- Ready at inspection with all vehicles and bicycles.
- Photo session on time with all racers present.

The following is a 1 hour (60 minutes) penalty if not satisfied:

- All Racers must be at the Race Meeting for Racer Introductions in Calais, exact times will be supplied prior to the event.

44. Clearance to race

In order to race, you must turn in your Registration Folder (which you will receive prior to the event) with all tasks signed-off by a Race Official. Refer to the Registration Folder for the full list of tasks which will be supplied before the event.

You should refer to the forms in the Registration Folder to review details that will be checked during inspection.

45. Race communications

- The organisers will be closely monitoring the movement of teams using the Spot 3 tracking system.
- At check points there will be the opportunity to talk to RACE officials if there are any questions or points that can wait.
- Phone numbers will be provided for the RACE HQ, which teams must call once a day to check in.
- Any details or changes that the organisers have will either be relayed on the daily call or if urgent you will be called by RACE HQ as soon as possible.
- Teams can call RACE HQ at anytime 24 hours a day.

46. Time station procedures

Across Europe there will be various Time Stations where Racers will be required to report their arrival so that progress can be monitored and times can be checked as they travel the course. Timing station will be manned, as the Spot 3 tracking system will show exactly where you are.

Upon the arrival (and not before) of the Racer at every Time Station, the Racer or Crew must do the following to report their arrival:

- Activate a manual report using the Spot 3 unit – this is done by pressing the Custom Message button (speech bubble logo). It will then get a fix there and then and transmit.

- Send a text message to the RACE HQ to confirm you have arrived, Team Name, the Timing Station Number, place and that you have activated your Spot 3.

If you have problems with the Spot 3 or reception for either device at the Timing Station please try for a further 10 minutes before moving on.

If you have to move on due to a lack of signal you must:

- Take a manual note of the time that the Racer arrived at the Timing Station.
- Text the above details to RACE HQ as soon as you have reception again together with the Team Name, details of the Timing Station, number and place.

Failure to log a report by one of the above methods will incur an automatic 60 minute penalty.

At night the Follow Vehicle and Racer must stop to complete these reports.

Racers must not attempt to post a report with the Spot 3 or text from a phone whilst on the move. Racers must be stopped with both feet on the ground before they attempt to operate a Spot 3 or phone. If they are caught cycling and operating these devices they will be disqualified immediately.

A Racer or member of the Crew **MUST** report their arrival at the Timing Station. Race Officials and Time Station staff are not responsible for calling in Racer information at Time Stations.

You will receive a text from RACE HQ to confirm we have received your text with a confirmation number. If you do not get one within 6 hours please re-text the RACE HQ.

47. Information distribution

- Time Station Staff may answer any questions a Crew may have about other Racers' locations or other publicly available information. Locations of all Racers on the route at any given time are open knowledge.
- All official information will come from Race Headquarters or the website.
- While every effort is made to keep location information as correct as possible, the RACE is not responsible for any rumours or the accuracy of information obtained by Crew at local Time Stations other than route or rule changes.
- Any information provided to Time Station Staff about a Racer's condition or race strategy must be assumed to be common knowledge now available to all Crew and Racers.

48. Reporting to RACE HQ

Crew must notify Race Headquarters or a Race Official in the following situations:

- A Racer is, or plans to be, off the course hidden from view longer than 30 minutes. This information is for Headquarters use only to track Racers.
- If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle.
- To obtain permission for Crew additions or changes.
- If delayed more than 30 minutes by being sent off course, wrong turn on route, or detained by local police longer than 30 minutes.

- Following the Racer at night with a Motorhome if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply for Support Vehicles temporarily stopping to buy fuel, food etc.

49. Support vehicles

- Each Racer must start the race with at least two four wheeled Support Vehicles, each with a minimum of two licensed drivers.
- One of these four wheeled support Vehicles must be equipped as a Follow Vehicle as defined in these rules.
- Each Crew member must plan and take a minimum of a 6 hour sleep break per day.
- There is no maximum number of Support Vehicles or Crew that a Racer may have.
- All Support Vehicles must be properly registered and carry at least the minimum insurance required by law throughout all the European countries on the RACE.
- Copies (not originals) of insurance policies or other proof of insurance documents are required, along with a signed insurance waiver provided by the RACE.
- All support Vehicle Operators (Crew) must possess a valid operator's licence for the vehicle being operated.
- All Support Vehicles must pass an inspection prior to the RACE start at the scrutineering dates laid out at the beginning of this document.
- All Support Vehicles must use their headlights whenever the vehicle is in operation, day or night, which will make all of our Support Vehicles much more visible at all times during the race.
- Prior to the start of the race, all Support Vehicles will be categorised as motor home (RV), Follow Vehicle, Auxiliary Vehicle, Spy Vehicle or Motorcycle.
- No Support Vehicle may block or impede the progress of another Racer.
- All Support Vehicles must travel at normal road speeds when not following behind their Racer.
- The Support Vehicle may not pass the Racer more than 4 times per hour (to prevent a regular wind "push" from it as it passes) and must do so at normal traffic speed.
- If a Support Vehicle is unexpectedly lost from the minimum two Support Vehicles, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance travelled, Crew experience, etc. the Race Director will determine as to whether or not an additional Support Vehicle will have to be obtained to finish the race.
- Never stop in the roadway.
- Do not park in driveways of residences without permission of the resident.

50. Lights

- All Support Vehicle lights must be operational. This includes headlights, rear lights, hazard lights, reversing lights, fog lights and parking lights.
- Additional vehicle driving lights are allowed as long as they are not higher than 122 cm (48") above the ground or higher than the windshield of the support vehicles. Extra bumper mounted lights are allowed as long as they do not shine in a manner so as to project undue glare toward oncoming traffic. All such lighting and its use must conform to national and local laws.
- Additional driving lights of any kind must be wired so as to be able to be dimmed or turned off when approaching oncoming traffic.

- Handheld spot lights brighter than 10 watts are not allowed. Van powered flashlights for Crew duties are allowed.
- No extensions are allowed beyond 36" in the front of the bumper for light brackets or spare wheels.
- High-beam and auxiliary headlights must be dimmed when overtaking traffic as well as for oncoming traffic. High-beam and auxiliary headlights should also be dimmed if following slow moving traffic closer than 200 metres (300ft).
- All vehicles from the UK or Ireland all lights must have beam adjusters fitted to prevent glare to oncoming traffic under law. Instructions for their placement are supplied with the adapters and the headlights will be checked at scrutineering.

51. Amber roof lights

- In addition to standard hazard lights built into the vehicle, the Follow Vehicle must have two amber flashing lights, one at each far left and right end of the roof rack or roof, visible only from behind and not from the front (tape can be used to cover the front half of the light).
- They must be powered from the vehicle electrical system with a separate switch or plug and be able to be turned on and off without affecting the vehicle's factory emergency lights or the regular rear lights. These roof lights cannot be solely battery operated.
- The roof-mounted amber flashing/strobe lights must not be too bright as to momentarily blind or create excessive glare to a passing motorist and yet need to be bright enough to be seen during the day. Prior to the start of the race, check out the rear flashers with practice "drive-bys". Amber lights must be on and working at all times when following the Racer except in areas when specifically directed by Race Officials or law enforcement to do otherwise.
- If the lights are too bright or too dim, modify or replace accordingly by adding higher intensity bulbs if possible or replace units so they can be seen during the day, or if too bright, cover part of the light lens with filament tape or other suitable translucent material until the glare is removed.

52. Vehicle signage

- The windscreen and left and right front side windows must be clear of all solid obstructions. The right side 2nd passenger window must be kept clear. Other windows may display signs or Racer numbers. The rear windows should be as clear as is practical. The driver must have a view of following traffic with inside or outside mirrors.
- All Support Vehicles must display their Racer number on all four sides with easily visible numbers.
- All Support Vehicles must display a bright yellow sign which says "Caution Bicycles Ahead"
- Bike racks mounted to the rear bumper of Support Vehicles must not obstruct the required RACE vehicle signage including Race Number and Slow Moving Vehicle Triangle

Follow Vehicles

A reflective slow moving vehicle triangle (36cm or 14 inches high) fluorescent orange equivalent triangle with 3cm (1.5") reflective red border must be displayed on the rear of the Follow Vehicle while following directly behind the Racer. This triangle must be removed or covered up when travelling over 60kph (when not following the Racer).

An official RACE safety flag must be displayed on all Follow Vehicles. The pole of this flag will be mounted vertically (pointing up), located near the rear left roof area of the vehicle. We recommend that this flag be lowered when travelling at motorway speeds to prevent damage.

NB: All Lighting and Signage will be checked during scrutineering. You will be supplied with a Vehicle Inspection Form prior to the event to see what a RACE official will check.

NB: You will be provided with an information document which will provide suggestions for signage placement and application for lights.

53. Follow Vehicle

- Each Racer must be supported by at least one primary Follow Vehicle intended to accompany the Racer.
- The Support Vehicle designated as the Follow Vehicle may change during the Race.
- Follow Vehicles must have a minimum of two Crew members with drivers' licenses at all times when following a Racer.
- Although a Racer may enter the race with two or more Follow Vehicles meeting all the requirements of a Follow Vehicle, only the vehicle following the Racer will be termed "the Follow Vehicle".
- Music and public address systems may be installed, but their use must be curtailed in residential areas, particularly during hours of darkness.

Vehicle Type and Size

The Follow Vehicle must be no bigger than a standard short wheelbase Ford Transit van:

- 487 cm long (191")
- 198 cm mm wide not including door mirrors (78")
- 94 cm high (37")

Measurements are of the vehicle only and not racks, lights or other attachments.

Follow Vehicles shall not be a conversion motor home, and cannot be a commercial delivery vehicle.

Vehicles following a RACE Racer may not tow any kind of vehicle, trailer, motorcycle, or motor scooter.

54. Auxiliary vehicles for following

- Auxiliary Vehicles may TEMPORARILY (no more than six hours) follow a Racer during darkness in emergency and unexpected situations only (e.g. breakdown). You must notify Race Headquarters or a Race Official prior to following a Racer with an Auxiliary Vehicle at night. If an Official is unavailable and mobile phone coverage precludes notification of Headquarters, contact the first available Official or Headquarters as soon as mobile coverage is re-established. Running out of fuel, buying fuel during dark hours, stopping to eat, stopping to call in at a Time Station and other similar errors by a Crew do not qualify as emergency situations and will not qualify for temporary following of a

Racer by an Auxiliary Vehicle. The Racer will simply have to stop riding and wait until these matters are completed.

- Auxiliary Follow Vehicles can be no wider than a 1974 mm standard car, full sized van, or pickup truck with a camper that does not extend beyond the side panels of the truck.
- Auxiliary Follow Vehicles must have operational factory hazard lights.
- The amber roof mounted flashing lights and the orange flag are not required on Auxiliary Follow Vehicles.
- Auxiliary Follow Vehicles must display all signage.
- Auxiliary Follow Vehicles must have a slow moving vehicle triangle to be displayed on the rear the vehicle and used only while following the Racer.
- If your primary Follow Vehicle will be away for an extended period (more than 24 hours) then transfer appropriate supplies to the Auxiliary Vehicle. Be sure this vehicle is equipped with an official safety flag, slow moving triangle and top amber flashers.

55. Motorhomes and RVs

- Motorhomes cannot be a Follow Vehicle following directly behind a Racer during daylight hours at any time.
- Motorhomes may TEMPORARILY (no more than one hour) follow a Racer during darkness in emergency situations only. You must notify Race Headquarters or a Race Official prior to following a Racer with a Motorhome at night. If an Official is unavailable and mobile phone coverage precludes notification of Headquarters, contact the first available Official or Headquarters as soon as mobile coverage is re-established. Running out of fuel, buying fuel during dark hours, stopping to eat, stopping to call in at a time station and other similar errors by a Crew do not qualify as emergency situations and will not qualify for temporary following of a Racer by a Motorhome. The Racer will simply have to stop riding and wait until these matters are completed.

56. Other vehicles

- The Race Director may consider exceptions to allow a sponsor's Support Vehicle to service equipment or provide supplies to several Racers, e.g. two Racers have the same sponsor who provides a tech van to service both.
- The Sponsor Vehicle must follow all RACE rules.
- If motorcycles, scooters or other like vehicles are used, appropriate legal helmets must be worn at all times by the driver and passenger regardless of local police regulations. Bicycle helmets are not sufficient when riding a motorcycle.

57. Minimum safety kit requirements in Europe for all vehicles

The list below covers all countries for their legal requirements.

All vehicles must carry these items, which will be checked at scrutineering in Calais.

- Warning triangle x 2
- Headlamp converters if required
- Vehicle country of origin sticker
- Spare bulbs

- Reflective vest x 2
- Spare pair of prescription spectacles (if worn for driving)
- Spare wheel
- Spare fan belt
- Fire extinguisher
- First aid kit
- Torch
- Tool kit
- Working jack
- Wheel lock nut key if needed

58. Spying

The most effective way of spying will be simply by checking the RACE website to see where everyone is on the course.

If you would however like to use the old fashioned method, then below are the rules for doing so.

- Support Vehicles used for spying are Support Vehicles and must have all signage for Support Vehicles.
- Support Vehicles used for spying must conform to the normal flow of traffic. No caravanning
- Spies may not pass a Racer being spied upon more often than two times in one hour or more frequently than once in fifteen minutes.
- Support Vehicles used for spying parked along the race route must be far enough off the roadway so as not to interfere with the passage of a Racer or Follow Vehicle.
- Spies must not verbally annoy the Racer or use a Support Vehicle engine noise, loud music, wind gust and road dust, or exhaust offensively or employ other harassing behaviour.
- Spies may not use bicycles or other human powered vehicles or devices (e.g. skates) anywhere near a RACE racer.
- Crews should be advised to switch radio channels or have some other plan for communications if spying is suspected by another Racer.

59. Caravanning

- Caravanning is prohibited at all times for all Support Vehicles, except when waiting to pass under normal traffic circumstances.
- Caravanning is prohibited by all Support Vehicles regardless of which Solo/Team the vehicles are supporting.
- All vehicles behind the Follow Vehicle which is behind a Racer will be penalised.
- Caravanning is prohibited for Spying, Team Exchanges and when two Racers are riding together during their allotted 15 minutes per day.

60. Racer

- Racers may not be driven up the course under any conditions except to hotels or in emergencies and in such a case a Race Official must be notified as soon as possible, preferably before doing so.
- Racers must wear a properly fastened European standard EN1078 helmet at all times. THE HELMET MUST BE PROPERLY FASTENED AND NOT JUST SITTING ATOP THE HEAD.
- During the night and in bad weather or when transiting tunnels all Racers must wear a reflective vest and ankle bands as per European law. Failure to do so will result in time penalties and if repeated possible disqualification.
- Racers must clearly display their Racer number on the left and right sides of their helmets for the entire race.
- A Racer may not receive any type of push-off from another person or vehicle. EXCEPTION: Team Racers may push or sling another teammate when exchanging Racers while cycling.
- A Racer may not receive pacing of any form within sight of the Racer (on foot, by bicycle, roller skates, or anything else) from a Crew member or other person. Road side cheering is allowed from Crew members and race fans.
- A Racer may ride a bicycle with a flat tyre or other mechanical problems. If a Race Official deems the problem unsafe, the Racer must stop or proceed on foot with the bike until the bicycle is replaced or repaired.
- A Racer may proceed on foot along the RACE route as long as the bicycle is present (carried, dragged or pushed). A Racer separated from their bicycle may not proceed along the race route.
- Racers may ride alongside each other for 15 minutes per 24 hour period, and no more. Example: Racer A rides with Racer B for 15 minutes. These two Racers cannot repeat this until at least 24 hours passes. Racer A, however, can ride with Racer C for 15 minutes within 24 hours, but A and C cannot repeat this for 24 hours etc.
- Racers may not block or impede the progress of another Racer.
- Racers may not draft any vehicle and must maintain a spacing of at least 100 metres (109 yards) from other Racers and Support Vehicles. This rule is relaxed at the start of the RACE until the field has spread out enough to give Racers control over the intervals between them, however drafting is prohibited. This rule allows following traffic to pass each Racer and Follow Vehicle safely.
- At traffic stop signs/lights, Racers may not hold onto or receive balance support from any vehicle or person. The Racer may use a permanent object (post, mailbox etc.) commonly located at traffic lights to assist in balance without having to remove a foot from the pedal.
- Moving Racers may not be tethered by electrical wiring, feeding tubes, oxygen tubes or other attachments either to a Support Vehicle or pedestrian.
- Racers must stop for drug or medical testing, or imposition of punitive penalties when directed by a RACE Official. The time required for such stops will not be deducted from the Racer's time.
- Racers must accommodate RACE Media/Film Crews as much as possible, however intentionally drafting off a Media/Film Vehicle is prohibited. Racers must ride to the right of Media/Film Vehicles during interviews, not directly behind them, unless the Media/Film Vehicle is far enough ahead as not to create a wind draft – 5 metres (16 ft) maximum.

- If a Media/Film Crew is causing problems for the Racer. If the problem continues, immediately notify a Race Official, the Race Director or Race Headquarters.
- Racers must cooperate with national and/or local media, television and radio interviews, especially at the Race Start and Finish. Failure to grant the RACE interviews at reasonable times may result in a penalty and/or forfeiture of trophies otherwise due to the Racer.
- MP3 players are permitted though the volume must be kept low enough to hear sirens and/or voices from passing Support Vehicle or Race Official's vehicles, AND, PROVIDED, that only one earpiece to be used in one ear. The other earpiece may be tucked into the jersey collar and must be disabled by being wrapped semi-permanently in tape or cut off entirely and available for inspection by Race Officials at any time. Infraction of this rule will result in a penalty – no exception. One ear must be clear of obstructions at all times during the race.

61. Support crew

- All Crew must have signed and agreed to the terms in the release of liability waiver prior to being permitted to participate in the RACE.
- The Racer is accountable for the behaviour of the Crew. A Crew's misconduct may result in the penalisation or disqualification of a RACE entrant. If it is determined that a Crew member is a liability, he or she may be suspended from participating in the event.
- A Racer may add Crew members at any time during the race provided the new members(s) sign all the terms explained in the release of liability waiver and Race Headquarters must be immediately notified and a copy of the signed agreement delivered to the nearest Race Official. The Crew Chief must have additional copies of the waiver form available to be signed by add-on Crew.
- One Crew member will be designated Crew Chief and will speak for the Crew and Racer in reporting problems, suggestions, or other information to Race Officials. Other members of the Crew should not speak in an official capacity to Race Officials, unless the Crew Chief is not available. The Crew Chief may designate another person to act on his/her behalf when necessary.
- A Crew may offer assistance to any Racer or Crew participating in the RACE at any time but cannot give misdirection on routing to another Racer or Crew.
- Each Crew must be self-sufficient, communicating between their vehicles, locating food, water, fuel, supplies, hotels, medical facilities and any other requirements along the route. Race Officials are not allowed to assist Crew members unless there is a medical emergency.
- One Crew may service two Racers that are competitors as an act of "good sportsmanship".
- A Racer or Crew member may switch to another Racer's Crew during the race only after the first Racer has been officially dropped.
- If a Crew member wilfully violates or attempts to violate a rule in order to aid their Racer, the other Crew members have are obliged to make a reasonable effort to stop the violation, including reporting such violation to a Race Official. Crew members have a moral obligation to the rules no less than the Racers.
- If a Crew member is unexpectedly lost from the minimum four-person Crew, the Crew must immediately notify Race Headquarters. Based on the Racer's location in the race, distance travelled, Crew experience, etc the Race Director will decide whether or not an additional Crew member will have to be obtained to finish the race.

- Safety for Racers, Crew, Race Officials other RACE participants and for the public and property along the route, is the single most important concern for everyone connected with the race. In an emergency where human life is in jeopardy, all attention should be directed to the injured.
- If a Racer loses time due to responding to an injury-related situation, wherein the Racer's or Crew's assistance is warranted, the Race Director will determine an appropriate time adjustment. If the intercession of the Racer/Crew were not warranted in the injury situation, the Race Director may determine that no time adjustment be given.
- No Racer or Crew may carry any firearm along the course.

62. Crew and racer rest

- There are no restrictions on how many hours a Racer may ride without off-bike rest or how long a Crew Member can go without a sleep break. However, if in the opinion of a Race Official sleep deprivation in any participant is compromising safety, the Race Official may award a penalty against the Racer. In addition, if a suitably rested replacement Racer or Crew member is not available, the Race Official may impose an immediate mandatory rest break of up to 6 hours.
- It is the responsibility of the Crew and Racer to make sure they are rested, well and fit enough to proceed safely. The Follow Vehicle Crew must be prepared for the rigours of the night by getting what rest they need during the preceding day.
- If a Racer refuses to comply with the demands of the Crew to rest and the Crew feels the Racer is in danger, a Race Official or Race Headquarters must be notified immediately.
- It is the responsibility of the Crew including the Crew Chief and the Racer to ensure the Crew is receiving adequate rest to proceed safely and for safe operation of Support Vehicles. If no adequately rested drivers are available for safe operation of vehicles, the Racer must voluntarily stop.
- The RACE organisers take a lack of rest very seriously and will disqualify any Racer or Crew immediately for creating a dangerous situation through lack of rest or sleep.

63. Sportsmanship

- All Racers and Crew are expected to exhibit the highest sportsmanship towards all competitors and Race Staff at all times. This includes proper consideration for fairness, support, courtesy, ethics, respect and (perhaps even) camaraderie amongst Racers, Crew and Race Officials.
- Harassment of any Racer, Crew Member or Race Staff is not allowed and will result in penalties or disqualification.

64. Providing support

- A Racer must have more than one Follow Vehicle meeting their requirements, however, only one Follow Vehicle may follow the Racer at any given time.
- No Support Vehicle may lead the Racer through fog or traffic. The Racer must stay in front of the Follow Vehicle.
- Auxiliary Vehicles may not pace ahead of the Racer at the Racer's speed, but may drive ahead at normal highway speed and pull off the roadway and wait for the Racer.

- When travelling alongside a Racer, the Follow Vehicle **MUST NOT INTERFERE WITH THE NORMAL FLOW OF TRAFFIC IN EITHER DIRECTION.**
- Remaining alongside longer than necessary in order to provide the Racer an advantage against prevailing wind is prohibited.
- The Follow Vehicle must not impede following traffic for more than 1 minute. The Follow Vehicle must pull off the road and let traffic overtake when five or more vehicles are waiting to overtake. During the day the Racer may proceed alone, with the Follow Vehicle catching up once traffic is clear. At night the Racer must also pull off the road. Follow Vehicles should follow their Racer as far to the right of the lane as possible or on the paved hard shoulder.
- During daylight, the Racer may proceed unescorted. The Follow Vehicle may stop, allowing the Racer to continue on alone for a short time even when out of sight. The Follow Vehicle may then drive at **NORMAL HIGHWAY SPEED** to catch up to the Racer. Racer protection and safety is a primary job of the Follow Vehicle and therefore it is recommended that you follow your Racer whenever possible in accordance with these rules.
- Under no circumstances may the following Follow Vehicle pull ahead of the Racer for the purpose of proceeding to an junction to cause the traffic signal to change to the Racer's benefit.
- When directly following a Racer, the Follow Vehicle must display a slow moving vehicle triangle, activate the Amber Roof Lights and hazard warning lights.
- For a turn, the Follow Vehicle may turn off the vehicle hazard warning lights up to 500 metres (quarter of a mile) after the turn unless there is another turn within 500 metres (quarter of a mile)
- Music systems may not be used when passing through residential areas during Night conditions. You must reduce the volume of other public address systems or megaphones when passing through residential areas during Night conditions.
- Use a PA system or other communication devices to communicate safety factors and turns to your Racer.

65. Handoffs

- Travel alongside a Racer, when safe to do so, is permitted for handing off food and supplies to the Racer and exchanging information and is limited to 1 minute per exchange and 4 times per hour. Penalties will be issued for driving on or over the double line or for travelling alongside a Racer for extended periods of time, which in the sole judgement of the Race Official constitutes a hazard.
- If traffic conditions do not allow driving alongside the Racer for handoffs, the Follow Vehicle should proceed ahead, stop off the road and use a pedestrian handoff as the Racer passes.
- A pedestrian or person in a Follow Vehicle may execute "hand-to-hand" handoffs to the Racer while the Racer is moving or vice versa. These handoffs must be passed from the hand of the "giver" to the hand of the "receiver".
- Inserting something into the Racer's pocket, water bottle cage or any bike or clothing adjustments between Racer and moving Support Vehicle is prohibited.
- A moving Racer may hand discarded items to a Crew member provided this is done in a safe manner and no littering takes place.

66. Overtaking

If another Racer is approaching you, you must either:

- Race ahead, increase your speed and maintain the 100 metre (109 yards) separation ,
OR
- You must yield, move to the right, slow down, allow the overtake and again maintain the 100 metre separation.
- Follow Vehicle drivers must pay special attention when one Racer overtakes another. The Racer and Follow Vehicle in the lead, and being overtaken, must yield by slowly moving to the right. Always yield to the normal flow of traffic. It is advisable for the Crew to notify the Racer being overtaken when a pass is taking place.
- If two Racers decide to ride together (for up to 15 minutes) one of the Follow Vehicles follows both Racers while the other remains parked on the side of the road or drives ahead and stops. Under no circumstances should two or more Follow Vehicles of different Racers caravan down the road or travel side by side at the speed of the Racer. Both Racers will be penalised.
- Follow Vehicles may cross the centre line when passing other Racers only if traffic conditions permit such overtaking to be done safely. Every attempt should be made to complete a swift and safe overtake of another vehicle.
- After overtaking, other racers **MUST** pace themselves appropriately to maintain the 100 metres (109 yards) separation between racers.

67. Autoroute/Autobahn/Autosrada/Autopista

At no time must Racers use the national high speed roads known as Motorways in the United Kingdom, unless directed to do so by the Police, which is highly unlikely.

68. Night riding and safety

Night riding shall be considered -

- From 1930 hrs LOCAL time until 0745 hrs LOCAL time.
- Any time when vehicles would normally have their Night driving headlights on.
- Any time visibility is less than 300 metres (1000 ft). If you have any doubt about the visibility conditions, operate as if it is Night time.
- Racers may not cycle beyond the Follow Vehicle lights during night time, even when displaying legally required bike lights. Racers must be no more than 15 metres (50 ft) in front of the Follow Vehicle at Night with no other vehicles between the Racer and the Follow Vehicle. The Follow Vehicle and the Racer become a single entity under Night riding conditions.
- Only stationary Exchanges can be carried out at night.
- During the night and in bad weather or when transiting tunnels all Racers must wear a reflective vest as per European law. Failure to do so will result in time penalties and if repeated possible disqualification.
- Bicycles must have a red taillight on at all times while on the road.
- Follow Vehicles may temporarily pull alongside the Racer when conditions safely permit, to conduct a handoff of food, water and normal supplies.
- The Racer must always be able to safely see the road in front of the follow vehicle lighted by the Follow Vehicle lights.
- The rules for handoffs, city traffic, mountain climbs and other difficult pacing situations must be modified at night so that the bicycle never leaves the Follow Vehicle headlights.

- The Follow Vehicle may stop for a few seconds and the Racer may continue providing the Racer is still well lighted by the following Follow Vehicle headlights.
- The Follow Vehicle must have all appropriate signage and lighting when operating under Night conditions.

A useful website for researching average daylight hours for the areas that the RACE passes through is - www.gaisma.com/en/dir/150-continent.html

69. Bicycle lighting, visibility & reflective paint

Front Headlights

- All bicycles used in Night time conditions must have a headlight that provides at least 15 metres (50 ft) of illumination on the roadway in front of the handlebars of the bicycle.
- The headlight must be on during Night time conditions.
- If a helmet light is used by the Racer the bicycle must still be outfitted with the minimum required lighting.

Rear Taillights

- Bicycles must have a red taillight on at all times while on the road.
- Taillights must be red and visible from at least 150 metres (500 ft).
- Rear taillights must have at least 3 LED bulbs or one bright incandescent bulb.
- The rear taillight may be steady or flashing.
- The rear taillight must be mounted to the bicycle and aimed to the rear (not up or down).
- Belt clip taillights on the Racer or back of the helmet can be used in addition to the bicycle frame taillight but not in place of it.

Visibility and Reflective Materials

- All teams will be supplied with a reflective spray paint which must be applied to cycle clothing and bicycles. The paint has a lifespan of around 7 days and must be re-applied for teams that take longer than this. Its use is a mandatory safety requirement. The paint will be issued at registration.
- All bicycles must have reflective material on the rear seat stays at least 15 cm long (6") Reflective material should be as wide as possible.
- All bicycles must have reflective material on the outside of both fork blades at least 15 cm inches long (6"). Reflective material should be at least 1.5 cm wide (0.5") or as wide as possible.
- All bicycles must have reflective material on the crank arms that is visible from the rear of the bike that is at least 7.5 cm long (3"). Reflective material should be as wide as possible.
- Either all bicycles must have reflective material on the back of all pedals OR all shoes must have reflective material on the back of the heel. Reflective material must cover as much area as possible of either the backs of pedals or the heels of shoes.
- All wheels, including spare wheels, must have reflective material visible from both sides that is at least 7.5 cm long (3"). Reflective material may be on the non-braking surface of the rim or affixed to spokes.
- During the night and in bad weather or when transiting tunnels all Racers must wear a reflective vest as per European law. Failure to do so will result in time penalties and if repeated possible disqualification.
- Bicycles must have a red taillight on at all times while on the road.

NB: The lighting requirements here will be checked during Bicycle Inspection. You can refer to the Bicycle Inspection Form you will be sent prior to the start.

70. Media crew

- The RACE may have RACE Media along the course and may hire an independent Media Crew to document the race in a fair, safe and neutral manner.
- Local television stations may also report on the RACE near their area in a fair, safe and neutral manner.
- Personal Media Crew must be registered with the RACE 30 days before the race. A fee of 100 euros will be charged for each Media Support Vehicle, for "MEDIA CREW" signage (4 signs) plus the associated Racer name and number signs.
- Personal Media Crew will be considered part of the host Racer's Crew and must be acknowledged by the Racer as such. All reporting and filming must be done in a fair, safe and neutral manner.
- Unsafe driving or any circumstance which provides an undue advantage to any Racer by a Personal Media Crew will result in a penalty for the host Racer. Even if the Media Crew is interviewing another Racer, unsafe actions by the Media Crew could result in a penalty to their host Racer.
- Media Crew Vehicles are subject to the same Support Vehicle rules of the road as Follow Vehicles. Hazard warning lights, safety triangle and orange flag must be used. Media Crew Support Vehicles are required to have amber roof top flashers and use them when moving at slow speeds.
- Failure to yield to following or oncoming traffic will result in a penalty to the associated Racer.
- All Media Crew Support Vehicles must be labelled on four sides with "MEDIA CREW" signs. Signage is available from the RACE. Personal Media Crew Support Vehicles must also display the Racer number of their host Racer.
- A Media Crew not associated with a specific Racer may be required to post a deposit to ensure their compliance with race rules.
- Media Crews may drive alongside a Racer for several minutes to capture video footage or conduct an interview. This can be done for no more than 10 minutes within any single hour and no more than 6 times in a day.
- Media Crews may not block normal traffic flow during filming or interviewing.

71. Bicycles

General

The intent of this paragraph is that all Racers compete with bicycles of equal specification. The specifications as stated in the UCI rules for time trial equipment are the general guide used for equipment approval. Deviations from the UCI rules need to be approved prior to starting The RACE by a RACE Official in writing. If you have any doubt about a modified piece of equipment being acceptable, contact the Race Director for a ruling which will be final.

- Bicycles must be propelled solely by human force.
- Maximum length is 200 cm (79") and 300 cm for tandems (118"). Maximum width is 76 cm (30").
- Any number of bicycles or replacement parts may be used during the Race.
- Windscreens, fairings, and airfoils are prohibited. Aerobars and their accessories are allowed. A "wind scoop" under or around the handlebars or aerobars is prohibited.
- Disc wheels, composite spoke wheels, and wheel covers are allowed.
- RACE Management reserves the right to disallow, either before the Race or when observed in use during the Race, any bicycle or component that the Race Director determines to be unacceptable for use in the Race. It is the obligation of the Racer to bring any non-standard or custom equipment to the attention of the Race Director before The Race for an acceptability determination.
- Tandems and recumbents are permitted so long as the Race Officials are notified before the Race.
- All bicycles for a Racer must be of the same type (standard, tandem, recumbents) and the Racer must use that bike type throughout the event.
- There are no restrictions on gearing, wheel or tyre size.

Operational Criteria

- All bicycles must have reflective material on the rear seat stays, fork blades, crank arms and pedals.
- All bicycles must have a front and rear light.
- All wheels must have reflective material.
- All bicycles must have the RACE bicycle frame number attached and visible from the left side of the bicycle.

72. Recumbents

- Recumbents have their own division. Recumbents are generally recognized as bicycles where standing is impossible, have pedals in front of the racer and a more reclined Racer position. They may have any number of wheels and may not incorporate any form of fairing, or part of a fairing. Disc wheels and wheel covers are allowed.

73. Clothing, logos and helmets

- All helmets must have the Racer number on both sides of the helmet.
- All helmets must be European standard approved EN 1078.

- During the night and in bad weather or when transiting tunnels all Racers must wear a reflective vest as per European law. Failure to do so will result in time penalties and if repeated possible disqualification.
- The RACE may require the RACE logo or a sponsor's name or logo to be displayed on Racers' clothing and/or vehicles.
- The Race Director may prohibit the use of certain names and logos, such as those associated with cigarettes.
- Clothing intended for cycling use or to decrease wind resistance (skinsuits) is allowed. The attachment of fairings to clothing is not allowed.
- Crew or Racers may not exhibit public nudity for any reason outside of the support vehicle without appropriate coverings or curtains.

NB: Media guidelines for use of the RACE logo are contained in the media pack.

74. Route

Each Racer must follow the Race Route as listed in the Route Book exactly as described. The only exceptions are where road construction or other unforeseen issues (e.g. mistakes in the published directions, roads closed due to flooding, etc) force a change to the Race Route. If this occurs the Racers must follow alternate directions which will be supplied by a Race Official or Race Headquarters. It is the responsibility of the Crew to regularly check in with Race Headquarters for any such updates.

75. GPS mapping

The RACE also provides GPX and KML files for mapping software and GPS devices for download from the RACE website. These files were made by our GPS during the on-the-ground recce of the RACE route. The tracks on these GPX files trace the Race route exactly and provide not only a path to follow should the directions be unclear or a sign obscured but also, if your Crew are using a GPS, an excellent aid to determining your current location on (or off) the RACE route. We recommend strongly that all RACE crews use these GPS tracks as an additional means of navigation and location.

Only modifications sanctioned by a RACE Official or Race Headquarters in the name of the RACE Director will authorise deviation from the Route Handbook as printed. **FAILURE TO FOLLOW THE ROUTE AS DESCRIBED IN THE ROUTE HANDBOOK MAY RESULT IN DISQUALIFICATION.**

76. Route errors

- If a Racer makes a wrong turn and rides off the course regardless of the reason, the Racer must either walk or be driven back to the spot where the course deviation was made, then continue riding. Racers are not permitted to ride the course in reverse at any time.
- If a wrong turn is made by a team Racer, then a new team member may begin riding at the point where the wrong turn was made. This is the only time team members do not have to overlap wheels during an exchange.
- If the wrong turn was due to a Racer/Crew error, no time credit will be given to the Racer.

- If the wrong turn was due to an error in the Route Book, the RACE will compensate the Racer in time accordingly, providing an accurate time, distance and location record is written down and provided as evidence associated with the route error. Any errors in an electronic version of the Race Route will not be considered a basis for time compensation. Errors in the Route Book must be reported to Race Headquarters.
- "Unclear" as a cause of a routing error is established only if a significant number of Racers have similar problems with that particular set of routing instructions. Any time compensation allowed will be granted at the sole discretion of the Race Director.
- Solo Racers cannot be shuttled up the course for any reason except for going to a motel or emergency situations. They must then return to the point where they last left the Race Route to begin riding again.

77. Solo category

- The Solo Division is considered as one cyclist riding the entire distance from start to finish. These rules apply to Tandem Bicycles when two cyclists are riding the same bicycle for the entire distance while competing in the Solo Tandem Division.
- In the Solo Tandem Division, racers may not be changed during the event.

78. Tandem and other bicycles

Two Racers must always be with the bike while it is progressing towards the finish line whether riding or walking. This is true for Solo and Team Divisions with Tandems. One member may not ride the bike while others rest in a vehicle.

There are no restrictions on captaining and stoking. Either Racer may assume either position at any time during the RACE.

79. Team rules

The Rules for solo Racers apply to team Racers. Additional team rules include:

- One or any combination of a team's registered Racers may cycle at any one time (subject to further rules below). Drafting is permitted within the same team, but not between rival teams.
- If the Police prohibit drafting, abide by their commands. The RACE has no control over the authority of the Police. If you fail to abide by their commands, you are at your own risk.
- A temporary ban on drafting may be imposed if a Team of Racers creates undue traffic problems that could be remedied by having only one Racer on the road.
- There are no requirements as to how much time or how many miles each Racer can ride.
- If one or more of the Team members gets hurt or cannot ride, no substitutions are allowed, only one Racer has to finish. This means that the rest of the Racers can drop out.
- No switching divisions once the race starts.
- Penalties for rule violations will be imposed on the entire Team, not just on the Racer responsible.
- If a wrong turn is made by a Team Racer, then a new Team Racer may begin riding at the point where the wrong turn was made. This is the only time Team Racers do not have to overlap wheels during an exchange.

- If one Team is about to overtake another, the Team being must yield right of way and both Teams must maintain or exceed spacing of 100 metres (109 yards).
- All Racers in a team must be on the same type of bicycle.

80. Exchanges

In RAAM's experience Racer and Vehicle Exchanges are one of the most hazardous situations in an ultra-cycling event, so the RACE will be applying the same detail to them. As such they will be discussed in detail below. The primary factor with respect to legal Racer and Vehicle Exchanges is safety! Race Officials will be watching Racer Exchanges closely.

What makes Racer and Vehicle Exchanges hazardous is that all other traffic and Racers on the road do not know what is happening. Your Team will know what's happening, but no one else does. You must remember this fact.

Here is an example of the most dangerous Racer Exchange – and this one is illegal.

A Follow Vehicle is behind a Racer and there are vehicles behind that Follow Vehicle – either directly behind or vehicles approaching from behind. The Follow Vehicle and Racer are approaching an Exchange where the New Racer and a New Follow Vehicle are waiting on the hard shoulder. The Retiring Follow Vehicle pulls off the roadway behind the New Follow Vehicle. Then the New Follow Vehicle hits the gas to enter the roadway and get behind the New Racer. Here are the dangers:-

- Traffic behind the Retiring Follow Vehicle will have no indication that this Vehicle is pulling off the roadway.
- Traffic behind the Retiring Follow Vehicle may not be able to see either Racer.
- Traffic behind the Retiring Follow Vehicle may not be able to see the New Follow Vehicle.
- Traffic behind the Retiring Follow Vehicle will have no indication the New Follow Vehicle will be entering the roadway quickly.
- The new Follow Vehicle will have difficulty seeing Traffic behind the Retiring Follow Vehicle.
- The New Follow Vehicle may hit either Racer while trying to re-enter the roadway while watching the Traffic.
- This is compounded at night or in poor visibility conditions (fog, low light, storms).

Below are the Rules for Racer Exchanges and Vehicle Exchanges. Do NOT try to improve these rules – you will be penalised. These rules are for your safety and we will enforce the intention of the rule. Failure to read these rules and ask questions before the Race is no excuse. Read all the rules before asking questions.

The safest way to make a Racer exchange is to one full time Follow Vehicle which does not leave the roadway. The Racer Exchanges made at naturally slow riding locations such as top signs or gradual uphill. The Racer Exchanges can be made at 25 kph (15mph) in less than 50 metres (53 yards) even at night within the car headlights.

81. Exchanges with the Spot 3

The Spot 3 is an essential part of Racer Exchange and can be viewed as a relay baton which you pass down the course.

There are different rules for the transfer of the Spot 3 on an Exchange depending on whether it is rolling or stationary exchange.

Rolling Exchange –

- If the Spot 3 is to be used on a rolling exchange both Racers must wear suitable cycling shirts with easy access to a rear pocket in which the Spot 3 can be safely and securely placed.
- Both Racers must make absolutely sure there is no traffic about and that there is plenty of room to perform the exchange while on the move.
- Both Racers must be travelling at a safe and stable speed on a flat or uphill straight piece of road.
- If the above safe circumstances do not exist or the weather is bad or it is dark the exchange must be carried out on a stationary basis. Only stationary exchanges of the Spot 3 are permitted at night.
- Time penalties will be imposed on any team who abuse any of the above rules regarding the rolling exchange of the Spot 3.

Stationary Exchange –

- During a stationary exchange the Spot 3 can be transferred from one Racer to the next either by using the pockets on their shirts or by removing it from one bicycle and attaching it to another.
- This must be carried out in safe surroundings as outlined clearly in the exchange rules.

The Spot 3 is an integral part of the RACE and must be carried continually along the whole course. If it is not transferred at an exchange between Racers RACE HQ must be notified immediately with a valid reason. An automatic Time Penalty of 15 minutes will be added to the team regardless of whether the reason is excusable or not. If on investigation the RACE HQ find that the Spot 3 was not transferred for any purposeful reason the team will be penalised with a 60 minute penalty and, if repeated, possible disqualification.

82. Exchange site

These apply to Racer Exchanges AND Follow Vehicle Exchanges.

- You must select an Exchange Site that does not interfere with road traffic. Safety is the main concern and if in doubt about the choice of the Exchange Site, it is best to have both Racers stop for the Racer Exchange or move on to a different Exchange Site.
- Look for good visibility in both directions for your Exchange Site – minimum 200 metres (218 yards) rearward visibility of overtaking traffic and allow a greater distance if traffic speed is above 55 kph (35 mph).
- Do not choose an Exchange Site on a curve or bend in the road or near the crest of a hill where visibility may be limited. Be careful on a downhill section of a hill so that you can see beyond the crest.
- Avoid an Exchange Site where a double line signifying no passing is present on the road unless you have a wide hard shoulder or good space to pull over.
- Common sense and caution must rule. You will receive a penalty or be disqualified if, in the opinion of a Race Official, you follow dangerous procedures that put your Racer, Crew or other traffic at risk.

- You must have sufficient and safe parking space for all Support Vehicles (1 or 2) involved in a Racer Exchange at a Racer Exchange Site.
- All Support Vehicles must stop a minimum of 2 metres (6 feet) off from the travelled portion of the pavement. That is a minimum of 2 meters (6 feet) to the right of the white line.
- A maximum of two (2) Support Vehicles may be parked at an Exchange Site that is on the hard shoulder of a road. If you use a car park or other off road area for parking, you may have more than two (2) Support Vehicles present.
- Car parks, may be used as an Exchange Sites. If you use one of these, all rules for Vehicle Parking and wait times must be observed. Do not get creative with these areas. Do not use private driveways.

83. Exchange zones

- Safety Issue - All Racer Exchanges must be done within an Exchange Zone. Failure to do so may result in penalty and/or disqualification.
- In the Exchange Zone only one Follow Vehicle per team may be in motion at cycling speeds on the roadway at any one time.
- If using two Support Vehicles and one will be stopped at the Exchange Site, the second Support Vehicle must be stopped at least one (1) minute before the Racer Exchange happens.
- If using two Support Vehicles and both stop at the Exchange Site, both vehicles must wait at least one (1) minute before the first Support Vehicle may continue. The second Support Vehicle must wait at least one (1) minute after the first Support Vehicle leaves.
- All other Support Vehicles must either be stopped off the roadway or travelling at highway driving speed during a Racer Exchange in the Exchange Zone.
- The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.

84. Racer exchanges

A - General

New Racers must overlap wheels with Racers they are replacing.

There are two types of Exchanges – Rolling and Stationary.

- Stationary Exchange – The New Racer is stopped and waits until the Retiring Racer has passed before starting.
- Rolling Exchange – the New Racer begins riding and wheel overlap is done with both riders in motion. The Retiring Racer then stops.
- Follow Vehicles may not cross the roadway centreline during a Racer Exchange.
- If traffic conditions safely permit, Racers may make a Rolling Exchange at cycling speeds and ride side by side.
- It is illegal to do a Rolling Exchange AND change Follow Vehicles.
- No other Solo Racers or Team Racers may be within 200 metres (218 yards) during a Racer Exchange. This rule is waived during the first twelve (12) hours of the first day.
- If there is a Solo Racer within 200 metres (218 yards) you must yield to the Racer. Either slow down and do the Racer Exchange before you are within 200 metres (218 yards) or overtake the Solo Racer and do the Racer Exchange when you are 200 metres (218 yards) beyond the Solo Racer.
- If there are two Teams within 200 yards/metres of each other, the Team that is doing a Racer Exchange must yield to the Team that is not. Either slow down and do the Racer

Exchange before you are within 200 yards/metres or pass the other Team Racer and do the Racer Exchange when you are 200 yards/metres beyond the Team Racer.

- No Racer may ride the course in the reverse direction at any time.

B - Night Exchanges

- All Night Exchanges must be made when Riders are stationary.
- Night time exchanges must happen within the headlights of the Follow Vehicle.
- At night, the retiring Racer must stop within the headlight of the stopped Support Vehicle picking the Racer up and may not ride back to the vehicle. The Racer must walk the bicycle back along the hard shoulder, off the travelled portion of the road if backtracking is required at any time.
- During a night time Racer Exchange, the New Racer must be waiting and start within the headlights of a stopped Support Vehicle.

Direct Support

The following are Legal Racer Exchanges under Direct Support, which is a Follow Vehicle directly behind the racer. Direct Support is always applicable under Night conditions.

Stationary racer exchange

Exchange 1 – Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and stops off the roadway during the Racer Exchange. The Follow Vehicle may not stop in the traffic lane during a Racer Exchange.
- The Follow Vehicle may re-enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind for 1 kilometre (0.6 miles). This applies to all types of roads – 2 lane, 4 lane and highways.
- At night the New Racer must wait for the Follow Vehicle.
- If there is a second Support Vehicle it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.

This is the ONLY way to do an Exchange under Night conditions with just one Support Vehicle. With just one Support Vehicle, the Retiring Racer must stop with the Follow Vehicle and the New Racer may not begin until the Follow Vehicle is ready.

Exchange 2 – Switch Follow Vehicle

- The Retiring Follow Vehicle approaches the Exchange Site and stops off the roadway behind a waiting New Follow Vehicle, which is also parked completely (2 metres or 6 feet) off the roadway.
- The New Follow Vehicle may enter the roadway after waiting one (1) minute AND when there is no traffic approaching from behind for 1 kilometre (0.6 miles). This applies to all types of roads – 2 lane, 4 lane and highways.
- At night, the New Racer must wait for the Follow Vehicle.
- The Retiring Follow Vehicle must wait at least one (1) minute after the New Follow Vehicle leaves.

Rolling racer exchange

Exchange 3 – Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer accelerates while the Retiring Racer pulls off. This must

happen in front of the Follow Vehicle and, at night, within the headlights of the Follow Vehicle.

- If there is a second Support Vehicle, it must be parked for at least one (1) minute before the Racer Exchange happens and must remain parked for at least one (1) minute after the Follow Vehicle leaves.
- See Rules above regarding how Retiring Racers must stop.

Exchange 4 – Same Follow Vehicle

- The Follow Vehicle approaches the Exchange Site and remains moving (never stops) in the traffic lane. The New Racer accelerates and rides with the Retiring Racer in front of the Follow Vehicle.
- The Follow Vehicle and Support Vehicles may not caravan together waiting for the Retiring Racer to find a safe place to stop.
- The Support Vehicle waiting to pick up the Retiring Racer must wait off the roadway while both Racers are riding together. The original Follow Vehicle can contact the waiting van by radio when a safe pull off and waiting area is located by the Retiring Racer. This strategy will work for fast rolling exchanges but the Retiring Racer might have to ride for an extra few minutes until a safe parking location is found to wait and load in the secondary Support Vehicle.

Leapfrog Support

If Leapfrog Support is being used (daytime only), all Support Vehicles are stopped and a Rolling or Stationary Exchange may be done. You must comply with all the other rules for Exchanges including having Support Vehicles arrive at the Exchange Site at least one minute before the Exchange and they may not leave the Exchange Site until at least one minute after the Exchange.

85. Follow vehicle exchange

- Exchange 2 above is the only legal way of switching Follow Vehicles during a Racer Exchange.
- The procedure in Exchange 2 may also be used to switch Follow Vehicles between Racer Exchanges.
- The following is the only other legal way to switch Follow Vehicles. This is a ROLLING Follow Vehicle Exchange.
- All rules for determining an Exchange Site must be followed.

Roadway:

- On a 2 lane road: there must be no traffic approaching from behind for 1 kilometre (0.6 miles) behind the Follow Vehicle and no traffic approaching from in front for 1 kilometre (0.6 miles).
- On a 4 lane road (not a limited access highway): there must be no traffic approaching from behind for 1 kilometre (0.6 miles).
- The New Follow Vehicle approaches the Retiring Follow Vehicle from behind on the roadway. The New Follow Vehicle signals to the Retiring Follow Vehicle they are ready. The Retiring Follow Vehicle will then safely overtake the Racer and accelerate to traffic speed or pull safely onto the hard shoulder. The New Follow Vehicle comes in behind the Racer.
- From the time the new Follow Vehicle is in place, this must be executed within 15 seconds.

- The Racer should be notified of the Vehicle Exchange so they know why one vehicle is leaving.

86. Mandatory reports

The Crew must report the following to Race Headquarters or a Race Official:

- Arrival of a Racer at each Time Station by text message and a Manual Report on the Spot 3.
- If Racer is riding dangerously and refuses to rest.
- Prior to following a Racer at night with a motorhome or auxiliary vehicle.
- If delayed, sent off course, or detained by Police.
- If they are down to 3 Crew or 1 Support Vehicle.
- When a Racer is, or plans to be, off the course hidden from view longer than 30 minutes. This information is for Headquarters use only to track Racers.
- If a casual non-race rider continues riding within 10 metres (30ft) of a Racer and is a nuisance.
- If the primary Follow Vehicle has broken down and the Racer is being supported by another Support Vehicle.
- To obtain permission for Crew additions or changes.
- If delayed more than 30 minutes by being sent off course, taking a wrong turn or being detained by the police for longer than 30 minutes.
- Following the Racer at night with a Motorhome if all other Support Vehicles are incapacitated and no other vehicles are available to follow the Racer. This does not apply to Support Vehicles temporarily stopping to buy fuel, food, use toilets and other circumstances.

87. Appealing a race decision or penalty

If a Racer believes that a Race Official has made a decision that violated the event rules, was biased, or was unfair to the Racer, the Racer may appeal the decision.

Appeals

Appeals for Review of the Penalty -

- Must be submitted in writing within 24 hours of receiving the Penalty via forms which will be provided.
- Must be submitted to the nearest Race Official who will relay the Appeal to the Race Director.
- Call Race Headquarters for help in locating the nearest Race Official. Do not wait until the last minute.

Appeals for Review of all other Race Decisions

- Must be submitted in writing within 15 days of the end of the RACE.
- Must be submitted directly to the Race Director either at the Finish, via mail or via email.

Allowances

You are allowed a maximum of 2 Appeals in one race. If you lose the Appeal, you will be given a 15 minute time penalty. This time penalty will not count towards disqualification.

If the issue potentially affects the awarding of prizes, then at least 12 hours before such payment or award is scheduled to be made, the Racer must give to the Race Director a written notice of intent to appeal using the forms which will be provided.

You may make a protest orally to any Race Official or the Race Director privately, but they must be made discreetly and respectfully. Any public protest may result in a penalty.

Field of play decisions

As with many events, officials make the best decisions possible. Race Management respects the decisions of Race Officials and will stand by what they reported.

Details

In order to be accepted as an official protest, the Request for Appeal Form which will be provided must be completely filled out and must be submitted along with tangible evidence as to why a decision or reversal of an existing decision should be considered. Include evidence such as a statement from a witness or Crew member as well as copies of written notes or other recordings of the incident in question. A general explanation of known opposing views must also be presented. A protest will not be accepted based on a vague complaint and must include the above elements to be considered a valid protest.

The Race Director and Race Management will review your appeal and reply within 48 hours.

For all appeals, the decision of the Race Director is final.

88. Cheating and accusations of cheating

The RACE is first and foremost a competitive event. It is also an event full of camaraderie, shared experience and personal achievements. You will have a better experience if you are supportive of all Racers. Your priority is racing, not officiating. Concentrate on your race. The Race Officials will focus on the rules.

Cheating versus mistakes

Mistakes happen. Crew and Racers get tired and forget and rules are broken. In most cases it is not intentional. Cheating is a flagrant and purposeful violation of the rules.

You should read no further unless you have seen a serious and intentional violation of the rules.

Cheating is serious

Race Officials and Management regard cheating in any form as a serious offence. The Race Director reserves the right to disqualify any Racer if, in his/her sole opinion, adequate evidence of cheating has been presented to the Race Director. Such an offence may take place before, during or be discovered within 7 days after the race. A direct observation by a Race Official of cheating by a Racer or Crew, upon being reported to the Race Director, may result in immediate disqualification.

Allegations of cheating are serious

Allegations of cheating are a serious matter. An accusation of cheating can have a devastating effect on a Racer and Crew, regardless of any particular merits. Unsubstantiated allegations of cheating can be as injurious as actually cheating. If you believe you have seen a Racer cheating,

that is wilful and intentional violation of the rules, and you wish to file an accusation with Race Officials, you must follow the rules here. Failure to do so may result in penalties, including disqualification, against your Racer.

Race Officials will follow the European legal system doctrine of innocent until proven guilty. Race Officials will spend considerable time and evaluate all merits of an accusation. This may include contacting the other Racer. You must be sure you have solid evidence before you consider reporting cheating.

Allowances

You are allowed a maximum of two Accusations in one race. If you are wrong, you will be given a 60 minute time penalty. This time penalty will not count towards disqualification.

Filing and Accusation

These rules must be followed to file an Accusation of Cheating.

- You must use the Form provided and it must be filled out completely. You must discuss the situation with your Racer or Racers. The Crew Chief and at least one Racer must sign the form in addition to those who saw the incident.
- You must have evidence to substantiate your claim.
- You must provide the completed Form and all evidence to the nearest Race Official within 48 hrs hours of observing the incident. Call Race Headquarters immediately to help locate the nearest Race Official. You must talk with a Headquarters Manager.
- You must not discuss any allegations with anyone your Racer, your Crew other than the Race Director, Race Management, Headquarters Manager, and as few Race Officials as possible. Do not report anything to any media, any website, any family or any supporters. Public announcements by a Racer or the Racer's Crew regarding cheating, use of drugs or other serious negative information during the race, may lead to disqualification of the Racer.
- A Racer or the Racer's Crew may speak freely and frankly express their opinions to Race Officials, Race Headquarters and the Race Director without fear of penalty or recrimination as long as they are considerate and respectful of Race Officials.

Review

Once Race Officials have received the form:

- We will not report any allegations to the public or to the media during the RACE until or unless verified by the Race Director. The RACE has no intention of covering up any cheating or allegation of cheating; however incorrect negative information spread prematurely can cause unfair consequences to the Racers as well as the RACE itself.
- The Race Director and the Race Management will make every reasonable effort possible to ensure that appropriate and effective action is taken to verify and act on any reported misconduct.
- A review of the presented evidence will be completed within 24 hours of the incident occurring.
- We will ensure a minimum number of people have information related to the accusation to protect all parties.

The RACE management reserves the right to permanently ban anyone who is felt to be a serious liability to themselves, the RACE, the general public or other teams, racers and support crews for any reason whatsoever.

89. Definitions

These definitions are used throughout the rules:

Auxiliary Vehicle – A Support Vehicle that may be used as a Follow Vehicle temporarily.

Caravanning – Two or more Support Vehicles of any Racer or Team traveling at the same speed behind a Racer for more than 15 seconds except when waiting to overtake.

Crew Chief – The designated crew member in charge and official spokesperson for the Racer or Team crew in official matters.

Crew – Person or persons supporting a Racer throughout The Race. This also includes Personal Media Crew. Also, any person who actively assists the Racer in any manner for any amount of time, physically or mentally.

Direct Follow Support – Following directly behind the Racer with a Follow Vehicle. Directly behind means within 15 metres (50 feet).

Exchange Site – the location where a Racer Exchange or a Follow Vehicle Exchange is executed.

Exchange Zone – An area 1 kilometre (0.6 miles) before and after the point where a Racer Exchange takes place.

Follow Vehicle – A Support Vehicle that is functioning as the primary support for the Racer and nearest to the Racer. Under Night conditions, the Follow Vehicle will follow directly behind the Racer (see Direct Follow Support).

Impeding Traffic – driving a Support Vehicle at such a slow speed as to impede or block the normal and reasonable movement of traffic.

Leapfrog Support – A type of support where the Support Vehicle is not directly behind the Racer but instead leapfrogs the Racer at the speed of traffic. The Support Vehicle stops off the road, waits for a period of time, then catches the Racer and stops again.

Media Crew – Person or persons retained by the RACE, individual Racers or Teams and/or independent media to document or report on the race and its participants.

Motorhome or Recreational Vehicle (RV) – A Support Vehicle that is larger than a van or pickup truck and typically is equipped with cooking facilities, toilet facilities, sleeping accommodations etc.

Night Riding Conditions – Night riding shall be considered from 1930 LOCAL time until 0745 LOCAL time OR any time when vehicles would normally have their night driving headlights on OR anytime visibility is less than 300 metres (1000 feet). If you have any doubt about the visibility conditions, operate as if it is night riding.

RACE HQ or RACE Headquarters – The main Race Office during the race. Responsible for tracking Racers, recording penalties and monitoring the race on an ongoing basis in conjunction with the Race Director and Race Officials. Race Headquarters is located in Gibraltar.

Race Official – A RACE staff person designated to enforce these Rules. This includes Race Officials, the Race Headquarters Director, the Race Director and Race Management.

Race Route – The Official Race Route as designated in the RACE Route Book.

Racer – For the purposes of this document, a Racer may refer to a racing entity (team or solo) or an individual on a team. Racers are those on the official roster and eligible to participate in The RACE and ride towards the finish line.

Racer Exchange – For Teams, the point when the Racer on the road stops riding and a new Racer continues forward progress.

Rolling Exchange – A Racer Exchange where the new Racer starts riding while the incoming Racer overlaps wheels and then stops.

Route Book – The Official RACE Route Book which details the Race Route with instructions and maps.

Spying – The use of Support Vehicles for the purpose of obtaining information about other Racers.

Stationary Exchange – A Racer Exchange where the incoming Racer stops and the new Racer starts.

Support Vehicle – A motorized vehicle with at least two wheels which is used to transport people and/or equipment necessary for use by a Racer.

The RACE or Race – Refers to the Race Across Europe.